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The Chronicle.

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MR. BOUTWELL'S PERPLEXITY.

The ratification of the new treaty which is now on its way
to England has given an impetus to the new loan. The
announcement is made that Mr. Boutwell is somewhat per-
plexed by a conditional proposal from a prominent banking
house, on the part of a number of banks and private firms in
this country and in Europe, to take the whole of the 135
millions of these new Five Per Cents, so as to complete the
first 200 millions now offering. The precise nature of the
terms has not transpired, but they are said to include the
condition that the amount is to be placed at once in approved
banks to the credit of the government, but is not to be
immediately drawn for by Mr. Boutwell, but is to lie with-
out interest till the 1st September. It is generally believed
that the offer will not be accepted in its present form.
Among the reasons urged upon his attention in favor of the
scheme are the following:

First, the money market is now so easy that call loans are
3 to 4 per cent, and it is difficult for lenders to employ their
balancers; so that large amounts have lately been offering at
1@2 per cent. This plethora in the money market cannot
be reasonably expected to last very long. It may be
succeeded by great activity next fall. Consequently no time

is to be lost. And if the new loan is to be absorbed at all
this year, the present time offers advantages which may not
soon recur for the rapid placing of the bonds.

Secondly, the slow progress of the Treasury subscriptions
shows the necessity of setting in motion a new machinery
for negotiation. The whole amount taken up to the
present time does not exceed 65 millions, and notwithstand-
ing the dullness of speculative business, and the abundance
of idle money accumulating here, as well as in the chief loan
markets abroad, there seems to be small probability that,
without some special effort, a very considerable proportion
of the remaining 135 millions can be disposed of for a long
time to come.

Thirdly, there are a multitude of other new securities
pressing on the market, such as railroad bonds and muni-
cipal securities, of which a large aggregate is being absorbed
here and in Europe, so that the capital which is willing to
invest itself in such securities as the new Fives is powerfully
attracted in other directions, and cannot be fixed in the new
Government Fives so long as there remains any supposed
uncertainty as to the final success of the new loan. When
once the impression gets abroad that there is a positive
certainty that the Fives are the last that will be offered at
this price, the theory is that private investors and public
institutions, savings banks, national banks and trust com-
panies will hasten to secure their share of these bonds,
especially if 50 millions of registered Five-Twenties of 1862
shall at once be announced for withdrawal and redemption
at par in gold under the five years' option, which has now
expired for three years.

These reasons, with others, are urged on Mr. Boutwell,
who is known to be extremely anxious that the new bonds
should sell more rapidly than heretofore. It is doubtful,
however, whether he would be justified in conceding the 90
days' credit which is demanded without interest. When
the bonds leave the Treasury, the cash must by law be
deposited there, and cash which cannot be checked for till
the beginning of September cannot, with any propriety, be
said to be in the Treasury at all. There is, moreover, this
additional difficulty, that the locking up in the Treasury of
this vast sum of currency, might produce a spasm in the
money market at the critical moment when the fall demand
begins for currency to go West to move the crops. Other
objections are raised to the paying out of 50 millions of the
gold reserve of the Government, to redeem the outstanding
old Five-Twenties before a single dollar of the purchase
money for the new Fives becomes available to the Treasury
under the proposed contract. It is also asked what adequate
security ought to be given to the Government for the faith-
ful performance of so large an engagement and to prevent
failure should the expected public demand not arise in time

to take the bonds off the hands of the contractors before the pay day comes round.

In view of these facts it is argued that Mr. Boutwell will decline the offer and will prefer to adhere to his old methods of disposing of the loan. He is said to be of opinion that the hesitancy and slow progress of the loan hitherto has arisen from other causes more than from those above referred to. Prominent among them is the uncertainty as to the new treaty, which is now on the point of removal. With the assurance of peace between us and England, the removal of the unsettled state of public feeling and the re-establishment of financial confidence between the two countries, under a treaty so judicious, moderate and comprehensive as that which will soon be ratified at the Court of St. James, there will be such an impulse given to the demand for our securities that England alone will take a large part of the residue which is left of our new Fives. Such is Mr. Boutwell's reported opinion. We may be well assured that if in England a free market should develop itself for these new Fives, the small aggregate of 100 or 150 millions will be absorbed in a very short time, should the ease of the London money market continue.

Nor is the prospect impaired so much as was expected by the coming French loans. The first 100 millions of dollars are to be paid toward the end of June, or 30 days after the pacification of Paris. This sum is said to have been offered by German and other Continental bankers, as has also the next 200 millions which will be due at the close of December. The next payments will not, perhaps, be quite so easily arranged; but that of May 1st, 1872 is but 100 millions of dollars, and the remaining payments of 600 millions will not be completed till March 1st, 1874. Hence it is possible that during this year a small part of this Indemnity loan will find its way into the English money market, our new Fives will therefore have a better chance of pushing their way into public favor. In confirmation of this view it has been pointed out that the Fives of the Canadian government, which certainly are not worth more than the Fives of the United States, are now selling in London at more than par in gold.

FINANCIAL PANICS AND THE INVESTMENTS OF INSURANCE COMPANIES.

A prudent captain, in repairing his ship, does not wait for the storm; but anticipates it, and does his overhauling in fair weather. In managing its somewhat overburdened financial barque, this country will do well to adopt a like precaution. Fine weather, with a propitious sky, when the sun shines and no danger threatens, is the time for anticipating evil and guarding against the future tempest. It is on this principle that the Insurance Companies are attracting so much attention just now in the financial circles. Our panic of 1857 might have been prevented if the Ohio Life and Trust Company had not failed at a critical moment; and the terrors of Black Friday were precipitated on the London money market because Overend, Gurney & Co. were so expanded and gorged with liabilities as to be unable to resist the "bear" combination which for months had employed all their talent and money and genius to depreciate and render unsaleable the securities in which this and other banking firms had invested to their ruin.

In both these cases the monetary panic spread far and wide, and by the well known laws of such convulsions multitudes of small institutions were crushed under the toppling ruins of those more lofty; but it is very likely that neither disaster would have begun or spread as it did if reasonable care and proper safeguards had been applied to strengthen beforehand the weak parts of the financial system. From the recent

failure of certain Insurance Companies a salutary desire has sprung up to examine the whole fabric of our insurance organism; and this week a meeting for some such purposes has been assembled by the National Insurance Convention. The proceedings of this body have been very imperfectly reported by the press; but from the practical character and large experience of the delegates much is expected; and there is no doubt that the official record, when published, will be a valuable repertory of facts, figures and suggestions for reform. Among the suggestions already announced, the most important in a practical point of view, were offered by Mr. F. S. Winston, President of the Mutual Life Insurance Company of this city. On behalf of the Life Insurance Companies of this State, and after consultation with their officers, he advocated several changes in the legislation of the various States. Of these, the most important were as follows:

1. Uniformity in the forms of annual reports and other requirements made by the different State Departments of Insurance.
2. The adoption of the same basis, principles and system in the valuation of policies and computation of reserves by the different State Departments where such valuations and computations are to be made.
3. The acceptance by each State Department of the valuations made by any other State Department, (in which the companies were incorporated), when properly performed on sound and recognized principles and on a uniform basis.
4. The lists of policies and securities in detail required in the annual statements to be made to one State Department only, and the certificate of the total amount of such policies and amount and value of such assets from said departments where made to be deemed sufficient in all other State Departments.
5. The deposit of securities by the companies to be made in the State only in which the company was incorporated, if there required, and the certificate of such deposit from the Insurance Department of the State where made, to be accepted by all other State Departments.
6. The appointment of one agent or attorney only in each State to be required by it to accept legal service in behalf of a company, thereby avoiding great possible dangers.
7. Taxation, if not practicable to have it entirely removed from life insurance, to be made uniform and reasonable in the different States, and not complicated and oppressive, as at present in many portions of the country.

Regarding the Fire Insurance Companies similar reforms were urged by Mr. George T. Hope of the Continental Fire Insurance Company. The great object at which all these suggestions profess to aim is of course to augment the public safety. This paramount object the proposed changes are for the most part adapted to promote. Especially is this true of the arrangements to concentrate the assets of the companies, to prevent their dispersion among the different States, and to keep them under immediate control, or at least within easy reach in case of panic. It is not easy to multiply beyond need the bulwarks which protect the insured constituency of such corporations. When a Life Insurance Company fails, the injury is fatal to multitudes of widows and orphans, who lose the living laid by for them through many years of frugal thrift and self sacrifice. So with a Fire Insurance Company, when a merchant's property is destroyed, he is ruined and reduced to poverty if he do not get his insurance money. In an individual point of view the damage from such failures cuts deeper and inflicts injuries more fatal, because it is concentrated in a narrower area than that arising from the failure of a bank, by which a multitude of persons lose something, but few lose every penny they own. In a more general view to the financial system of the country, however, and as parts of the complex organism by which the business of the country is carried on, both the banks and the insurance companies are like, or at least they fulfil analogous functions. The first duty of both is to the public. And a heavy failure at a monetary crisis in the ranks of the insurance companies is as likely to spread alarm and panic through the financial circles as a failure of a bank.

It was one of the Napoleonic war maxims to choose the weak spot in the enemy's line, and on this point to concen-

trate in an overwhelming, crushing, piercing column his whole force. This Napoleonic policy is that adopted by a financial panic. With unerring precision it selects the weakest part of the financial lines, and invariably breaks out there. If it be among the insurance companies, or the banks, or the trust companies, or the savings institutions that this weak spot exists, there the panic may start; and, like a great conflagration, when once started, it defies all human sagacity to foresee whither or how far it will spread its consuming, devouring rage. The present is a very favorable time, as we have said, for such investigations as are periodically needful into the position of our financial institutions. A fault discovered now can be remedied, though at another time, when the money market is less auspicious and the state of public confidence more disturbed, such a fault might be fatal.

We lay the more stress on these facts because, so far, the Convention has paid too little attention to them. After freely conceding all that these gentlemen claim as to their right to have their corporations relieved of antiquated burdens and oppressive restrictions which prevent expansion, contract business, and give undue advantage to the companies of certain States over rival organizations elsewhere, still we must maintain that superior questions have paramount claims; that subordinate matters, however important, must hold but the second place; and that the first duty of insurance companies is to the public.

Hence it is that our Insurance reformers will do well to scrutinize very closely the character of the assets and liabilities of their respective companies, and the availability of the securities in which their investments are made. A bank having more debts outstanding due on demand cannot afford to hold so large a proportion of mortgages or other long securities as can safely be chosen by an insurance company, because these securities are not so easily or so swiftly convertible at a crisis into ready cash. Hence the bank is debarred from many lucrative investments in which the insurance company may indulge more freely, so as to gain larger profits. Life insurance companies are, moreover, less liable to irregular and unforeseen demands than fire insurance companies. Still it is worthy of note that last year, although the amounts insured with the New York fire companies reached 4,800 millions, the amounts paid were less than 24 millions, or $\frac{1}{2}$ per cent of the whole. Making all needful concessions, however, there is some doubt whether our banks, savings institutions and insurance companies are not tempted by the necessity of earning profits and are not venturing to lock up in securities not readily convertible, a larger policy of their means than would be approved by a sound policy or a due regard to their safety in time of peril and panic.

SOME FEATURES OF OUR EXPORTS.

The statistics of the exports from the United States for the year 1870, which we published some weeks since, present features of interest, compared with the same figures for 1869, illustrating the relative prosperity of the different sections of the country. And first, it will be noticed that both the great staples of the West—Breadstuffs and Provisions—show a falling off in the values exported, the total deficiency amounting to nearly 13 million dollars. The short corn and hog crops of 1869 readily account for part of this, but the falling off in the value of wheat and flour will cause some surprise, in view of the large demand which was occasioned by the war in Europe. But it must be remembered that the premium on gold was higher in 1869 than in 1870, and the valuations of exports are given in currency. Then, again, fully one-half of the exports of Flour and Wheat in 1870 were made at very low prices, while those of 1869 were

at comparatively high prices until near its close. The exports in each year aggregated (reducing Flour to Wheat) something over 50 million bushels, more than double the quantities exported in the previous two years, and unequalled, we believe, in the history of our Breadstuffs trade. That our export of Provisions show no greater falling off in quantity and value is due mainly to the European war; for with the subsidence of that demand, the trade is left in a very precarious situation. The recent decline in prices of "hog products" has been very severe.

The exports of Southern products show an increased value of 30 millions in Cotton and a decrease of $9\frac{1}{2}$ millions in Tobacco and Naval Stores, leaving a balance of $20\frac{1}{2}$ millions in favor of that section. That a gain of 800,000 bales, or fifty per cent, in the quantity of Cotton exported, only gives an increase of 30 million dollars, or eighteen per cent in the total value is, of course, to be attributed to the great decline which took place in 1870—the price of Middling Uplands averaging only 20.84c. in 1870 against 29.62c. in 1869.

There is a handsome increase in the exports of Petroleum—though greater in quantity than in value; and in some of the minor staples the exhibit is a favorable one; but it will be seen to have been generally the case that an increase in quantity was attended with a decrease in value. This forcibly illustrates the shrinkage in prices which was going on throughout 1870, except in articles of food. The most notable improvement, because entirely abnormal, was in the export of munitions of war, which amounted to about thirteen millions in 1870 against about four millions in 1869—an excess of nine millions—while the shipments of iron and its manufactures increased nearly three millions, or more than doubled. A recapitulation of the differences in the foreign movement of the productions of the various sections of our country for the years 1870 and 1869 will show the following result:

Increased exports of products of the Southern States.....	\$20,500,000
Increased exports of products of the Eastern and Middle States.....	7,300,000
Total increase.....	\$27,800,000
Diminished exports of products of the Western States.....	12,700,000
Balance showing aggregate increase.....	\$15,000,000

Besides feeding our own large cities, which are now exceeded in population by but few in the world, we have sent abroad, in the two years under review, 7 million barrels of flour and meal, 68 million bushels of wheat, 323 million pounds of animal food; supplemented with 400 million pounds of tobacco; and we have contributed to foreign manufactures, 1,800 million pounds, or about four million bales of cotton; not forgetting 243 million gallons of petroleum, furnishing Europe with an illuminating fluid of unequalled excellence and cheapness. How insignificant are mines of gold and precious stones, compared with such treasures as these!

CHANGES IN THE REDEEMING AGENTS OF NATIONAL BANKS

The following are the changes in the Redeeming Agents of National Banks since the 18th of May, 1871. These weekly changes are furnished by, and published in accordance with an arrangement made with the Comptroller of the Currency.

LOCATION.	NAME OF BANK.	REDEEMING AGENT.
Maryland—	The Central Nat'l	The National Park Bank of New York,
Baltimore.....	Bank	approved.
Kentucky—	The First National	The National Park Bank of New York,
Harrodsburg.....	Bank	approved.
Wisconsin—	The First National	The Second National Bank of Chicago,
Kenosha.....	Bank	approved in place of the First National Bank of Chicago.
Iowa—	The First National	The Third National Bank of Chicago,
Indianola.....	Bank	approved.
New York—	The First National	The National Park Bank of New York,
Oneonta.....	Bank	approved.

New National Banks.

The following national banks have been organized since the 18th of May 1871:

1,821—The People's National Bank of Winchester, Ill. Authorized capital, \$75,000; paid in capital, \$50,000. Thomas C. Keener, President; John Moses, Cashier. Authorized to commence business May 19, 1871.

- 1,822—The Gainesville National Bank, Alabama. Authorized capital, \$100,000 paid in capital, \$54,250. Jonathan Bliss, President; C. D. Woodruff, Cashier. Authorized to commence business May 20, 1871.
- 1,823—The First National Bank of South Haven, Michigan. Authorized capital, \$50,000; paid in capital, \$35,000. Silas R. Boardman, President; Charles J. Monroe, Cashier. Authorized to commence business May 22, 1871.
- 1,824—The Farmers' National Bank of Salem, Virginia. Authorized capital, \$50,000; paid in capital, \$32,500. John J. Moorman, President; Green B. Board, Cashier. Authorized to commence business May 23, 1871.

Latest Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON, AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—MAY 12.			EXCHANGE ON LONDON.		
ON—	TIME.	RATE.	LATEST DATE.	TIME.	RATE.
Amsterdam...	short.	11.19% @ 11.19%	May 11.	short.	25.35 @ 25.37%
Antwerp...	3 months.	25.62% @ 25.67%			
Hamburg...		13.10% @ 13.11%			13.7%
Paris...		25.80 @ 25.90			
Paris...	short.	Nominal.			
Vienna...	3 months.	12.77% @ 12.82%	May 11.	3 mos.	128.35
Berlin...		5.26% @ 6.27			6.23%
Frankfort...		120% @ 120%			119%
St. Petersburg...		30% @ 30%	May 10.		31%
Cadix...		49% @ 49%			
Lisbon...	90 days.	52% @ 53			
Milan...	3 months.	26.87% @ 26.92%			
Genoa...		"			
Naples...		"			
New York...		"	May 12.		110%
Jamaica...		"			
Havana...		"			
Rio de Janeiro...		"	April 22.		25%
Bahia...		"	April 26.		25 @ 25%
Valparaiso...		"			
Pernambuco...		"	April 28.		24% @ 25
Singapore...	60 days.	4s. 5d.			
Hong Kong...		4s. 5d.	April 19.	6 mos.	4s. 4% d.
Ceylon...		4 p. c. dis.			
Bombay...		1s. 10 9-16 @ % d.	May 12.		1s 10 15-16 @ 1 11d
Madras...		"			
Calcutta...		"			
Sydney...	30 days.	% p. c. dis.	May 27.	60 days.	% p. c. premium

[From our own correspondent.]

LONDON, Saturday, May 13.

One of the more prominent features of the week has been the large influx of gold into the country, the bulk of which has been received from the United States. The supplies sent into the Bank have been unusually large, and at the present time there are no indications of a reviving export demand. The only quantity purchased for export of late has been a sum of £432,000, which was bought by Messrs. Murieta & Co., and sent to Buenos Ayres on account of the Argentine loan. By telegraph we learn of large supplies coming forward; £434,000, for instance, is due from Australia about the 22d inst. This consists of Australian gold. There are also the large supplies which continue to be forwarded from the United States. The insurrection in Paris still checks all demand for export, and although there is some prospect that the reign of the Commune is drawing to a close, men hesitate to give an opinion as to what is to come next. Many arguments have arisen, and it may even be asserted that, taking into consideration the collapsed state of France after the surrender of the Emperor, the troubles in Paris may prove a boon to France. The fact must not be lost sight of that the French army was captive in Germany, and grave were the doubts expressed as to what would be done with it when it returned home. The National Guard of Paris, in its conceit at having kept the Germans at bay for five months, has treated with contempt the trained soldier, and has endeavored to impress upon the world the idea that theirs has been the most glorious achievement of the war. The credit of the resistance of Paris is due, however, more to those who had the sagacity to secure so large an amount of provisions, whereby close upon two millions of people were fed for five months. The fighting was comparatively little, and that was chiefly done by the troops of the line. The rising, revolution, or rebellion, under whichever name people like to call it, has had one important effect, viz.: that of bringing the captive army together, and of making it devoted to one chief. Under McMahon the army has regained confidence, and as it is one of the misfortunes of France that her people are so erratic as to need an army to keep them in order, the concentration and devotion of the army may be looked upon as guarantees that order will be maintained with a firm hand. Order once restored, and with little prospect of its being seriously disturbed, France will then be able to look seriously at her position. That position cannot but be grave, but the nation, like the individual, must face the difficulty, and must speedily set to work to restore its fortunes. With the restoration of order, the position of our money and bullion markets will be speedily changed, for if order, in its fullest sense, is established, the English capitalist will be only too willing to help, as the help given will be attended with considerable gain.

During the present week the demand for money has been

exceedingly quiet. There has been some inquiry in connection with the settlement in the Stock Exchange, and the demand for commercial paper has been fair. But the supplies of idle capital are so large that, although the demand is considerable, it is still possible to discount freely the best three months' paper at 2½ per cent. And there will probably be no improvement until a change for the better has taken place in the state of affairs in Paris. The following are the quotations for money, compared with those of last year:

	1870.	1871.		1870.	1871.
Bank minimum...	3 @...	3% @...	4 months' ba'k bills	3% @ 3%	2% @ 2%
Open-market rates:			6 months' ba'k bills	3% @ 3%	2% @ 2%
3 and 60 days' bills	3 @...	3% @...	4 and 6 trade bills...	3% @ 4	3 @ 3%
3 months' bills...	3 @...	3% @...			

The rates of interest allowed by the joint stock banks and discount houses for deposits are as under:

	1870.	1871.
Joint stock banks	2	1½
Discount houses at call	2	1½
Discount houses with 7 days' notice	2	1½
Discount houses with 14 days' notice	2	1½

Very little change has taken place at the leading Continental cities. The following are the quotations:

	B'k rate	Op. m't		B'k rate	Op. m't
	1870. 1871.	1870. 1871.		1870. 1871.	1870. 1871.
At Paris...	2% 6*	2% —	Brussels...	2% 4	2% 3
Vienna...	5 6	5 5	Madrid...	5 5	5 5
Berlin...	4 4	3% 3%	Hamburg...	—	3 2%
Frankfort...	3% 3%	3 3	St. Peters-	6 8	5 7
Amst'd'm...	3% 3%	3 3	burg...		
Turin...	5 6	5 6			

* Nominal.

There is no demand for gold for export, but Mexican dollars of the old issue are in request for export to China, at higher prices. In silver, for the Continent, a moderate business is doing. The following prices of bullion are from Messrs. Pixley & Co.'s circular:

	GOLD	S. d.	s. d.
Bar Gold	per oz. standard.	77	8 1/2 @ 77 9
do fine	do	—	@ —
do Refinable	do	77	11 @ —
Spanish Doubloons	per oz.	—	@ —
South American Doubloons	do	73	8 @ 74
United States gold coin	do	76	3 @ —

	SILVER.	S. d.	s. d.
Bar Silver, Fine	per oz. standard.	5	3 1/2 @ 5 0 1/2
do do containing 5 grs. gold per oz. standard	...	5	0 1/2 @ 5 0 1/2
Fine Cake Silver	per oz. no price.	—	@ —
Mexican Dollars	per oz. 4 10% @ 4 11%	4	10% @ 4 11%

In the Stock Exchange a considerable amount of business has been in progress, and nearly all classes of securities have improved in value. In British railway shares, owing to the continuance of very favorable traffic returns, there has been a further important rise. During the week ending May 7 the traffic receipts of railways in the United Kingdom amounted on 13,908 miles to £874,596, against £820,169 last year, on 13,665 miles, showing an increase of 243 miles, and of £54,427. The receipts for the goods traffic on the principal lines amounted to £432,052, against £396,455, showing an increase of £35,597. The debenture stocks of British railways have improved on the second reading of a bill which, if finally passed, will enable trustees to invest their funds in those securities. In the foreign market there has been an improved tone, and Spanish and Italian descriptions have risen in price. United States Government securities are firm in value, and have not materially altered during the week. Atlantic and Great Western securities remain firm, and the reorganization stock has been as high as 15½ premium. Erie railway shares are at about 21, but Illinois Central are weaker. The following were the highest and lowest prices of consols and the principal American securities on each day of the week:

	Monday.	Tuesday.	Wed'ay.	Thu'ay	Friday.	Sat'day.
Consols	93%—93%	93%—93%	93%—93%	93%—93%	93%—93%	93%—93%
U. S. 5-20's, 1882	90%—90%	90%—90%	90%—90%	90%—90%	90%—90%	90%—90%
U. S. 5-20's, 1884	89—90	89—90	89—90	89—90	89—90	89—90
U. S. 5-20's, 1885	90%—90%	90%—90%	90%—90%	90%—90%	90%—90%	90%—90%
U. S. 5-20's, 1887	92%—92%	92%—92%	92%—92%	92%—92%	92%—92%	92%—92%
U. S. 10-40's, 1904	89%—89%	89%—89%	89%—89%	89%—89%	89%—89%	89%—89%
Atlantic & G't West.	41%—42%	42—42%	42—42%	42—42%	42%—42%	42%—42%
consol'd mort. b'ds	41%—42%	42—42%	42—42%	42—42%	42%—42%	42%—42%
Erie Shares (\$100)	20%—22	20%—20%	20%—20%	20%—21	20%—21	20%—21
Illinois shares (\$100)	110%—111	110%—111	110%—111	110%—111	110%—111	110%—111

The following were the closing prices to-day of other American as well as Canadian securities.

	AMERICAN.		
6 3/4 cent Louisiana Levee (May 1, Nov. 1)...	Sterling.	58	@ 59
5 1/2 cent Massachusetts (May 1, Nov. 1) 1894.	"	91%	@ 92%
Massachusetts, 1900	"	93	@ 95
do (Jan. 1, July 1) 1889.	"	94%	@ 94%
do Scrip. \$15 paid (Jan. 1 July 1) '89.	"	pm	2% @ 3 1/2 pm
5 1/2 cent Virginia State.	"	63	@ 68
6 1/2 cent do	4s. 6d.	57	@ 57%
7 1/2 ct. Atlan. & Gt. W., N. Y. sec., 1st M., '80	4s. 6d.	—	@ —
Atlan. & Great W., N. Y. sec., 1st Mort., Biscoffsheim's certificates	—	83	@ 88
7 1/2 ct. Atlan. & Gt. W., N. Y. sec., 2d do, '81	4s. 6d.	—	@ —
Atlan. & Great W., N. Y. sec., 2d Mort., Biscoffsheim's certificates	—	73	@ 78
7 1/2 ct. At. & Gt. W. Pennsylvania, 1st M., '77	4s. 6d.	—	@ —

At. & G. W. Penn. 1st M. Bichoffshelm's cer.	4s. 6d.	83	@ 88
7 1/2 ct. At. & Gt. W. Pennsylvania, 2d M. '82	75	73	@ 78
At. & G. W. Penn. 2d M. Bichoffshelm's cer.	42 1/2	42 1/2	@ 48
7 1/2 ct. At. & Gt. W. Consol. Mort., 1890. £100 paid	4s. 6d.	68	@ 70
At. & G. W. cons. M. Bichoffshelm's cer.	4s. 6d.	68	@ 70
7 1/2 cent Detroit & Milwaukee 1st Mort. bds.	4s. 6d.	68	@ 70
8 1/2 cent do do 2d do	4s. 6d.	68	@ 70
Erie shares, \$100, all paid	4s. 6d.	21 1/2	@ 21 1/2
do ticket of protection Committee	4s. 6d.	21 1/2	@ 21 1/2
attached do	4s. 6d.	63 1/2	@ 65
Erie shares, 7 1/2 cent Preference do	4s. 6d.	63 1/2	@ 65
do 6 1/2 cent convertible bonds	4s. 6d.	63 1/2	@ 65
7 1/2 cent Erie shares, 3d Mortgage, 1883	4s. 6d.	110 1/2	@ 108 1/2
Illinois Centrals, \$100 shares, all paid	4s. 6d.	107 1/2	@ 108 1/2
6 1/2 cent Illinois Centrals, 1875	4s. 6d.	88	@ 92
6 1/2 cent do do	4s. 6d.	80	@ 83
6 1/2 cent Marietta & Cincinnati Bonds	4s. 6d.	97	@ 102
7 1/2 cent Panama 2d Mortgage, 1873	4s. 6d.	81	@ 85
7 1/2 cent Panama General Mortgage, 1897	4s. 6d.	51 1/2	@ 52
Pennsylvania, \$50 shares	4s. 6d.	97	@ 98
6 1/2 cent Pennsylvania, 1st Mortgage	4s. 6d.	94	@ 96
6 1/2 cent do 2d do	4s. 6d.	94	@ 96
6 1/2 cent do General Mort. 1910	4s. 6d.	94	@ 96
6 1/2 cent Philadelphia & Erie, 1st Mortgage, guaranteed by Penn. Rail. Co., 1881	4s. 6d.	94	@ 96

CANADA.

Canada 6 1/2 cents	107	@ 108
do 5 1/2 cents	100	@ 101
Dominion 5 1/2 cents	99	@ 100
New Brunswick 6 1/2 cents	106	@ 108
Nova Scotia 6 1/2 cents 1875	104	@ 105
do do 1886	106	@ 108
Grand Trunk of Canada	13 1/2	@ 14 1/2
do do Equipment Mort. Bonds, 1 charge. 6 1/2 c.	83	@ 90
do do 2d do	61	@ 62
do do 2d do	44 1/2	@ 45 1/2
do do 3d preference stock	32	@ 34
do do 4th do	19 1/2	@ 20
Great Western of Canada	16 1/2	@ 16 1/2
do do 6 1/2 cent bonds, payable 1873	101	@ 103
do do 5 1/2 do do 1877-78	93	@ 95
do do 6 1/2 do do 1890	101	@ 102
do do 6 1/2 cent scrip	90	@ 92
do do 5 1/2 cent preference, issued at 80, convertible (when paid up) till 1st Jan., 1880	3 1/2	@ 4 1/2

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of Middling Upland Cotton, and of No. 40 Mule Yarn, fair, second quality compared with the four previous years:

	1867.	1868.	1869.	1870.	1871.
Circulation, including					
bank post bills	23,048,607	24,467,569	24,087,157	28,940,149	25,331,483
Public deposits	7,534,212	5,774,277	5,680,834	8,851,433	8,412,501
Other deposits	17,513,823	20,061,034	17,465,098	16,338,966	18,889,028
Government securities	12,896,314	13,277,696	14,070,798	12,931,676	12,958,741
Other securities	19,468,505	19,390,467	19,308,841	19,013,833	18,737,300
Reserve of notes and coin	11,063,772	11,313,958	7,938,419	11,337,155	18,874,996
Coin and bullion	16,245,277	20,291,888	16,563,889	19,781,900	23,316,811
Bank rate	8 p. c.	2 p. c.	4 1/2 p. c.	3 p. c.	2 1/2 p. c.
Consols	92 1/2	91 1/2	92 1/2	93 1/2	93 1/2
Price of wheat	64s. 9d.	74s. 7d.	44s. 4d.	48s. 3d.	58s. 11d.
Mid. Upland cotton	11 1/2 d.	12 d.	11 1/2 d.	11 1/2 d.	7 1/2 d.
No. 40 mule yarn	1s. 4 1/2 d.	1s. 2 1/2 d.	1s. 2 1/2 d.	1s. 3 1/2 d.	1s. 4 1/2 d.

The tone of business remains good, and in nearly all cases prices are firm. The following relates to the trade of Manchester:

This market has been unusually flat throughout the week. Producers still keep well under contract, but the actual business done since last Friday has been about the smallest which has been transacted since the commencement of the present year. This flatness is mainly attributable to the cessation in the demand for the India and China markets. Within the last fortnight the Eastern demand has very materially fallen off, and, as is usually the case under similar circumstances, buyers for the continent of Europe and other quarters have nearly withdrawn from the market, and have abstained from making offers except at reduced prices, which producers are not yet prepared to accept. The position of both spinners and manufacturers has become worse within the last fortnight. Some weeks since the demand for both yarn and cloth continued animated and good, while the cotton market kept declining, and producers had everything in their favor. Within the last two or three weeks the price of cotton has maintained itself better than either cloth or yarn, and producers are, relatively speaking, worse off than they were previously. The large contracts which both spinners and manufacturers undertook in the first quarter of the year have been of immense service to them, and even at the present time they are still moderately well under order and under no pressure to sell; but at the price of cotton to-day they can no longer make sales of either yarn or cloth at the advantageous and profitable prices. The imports of cotton this week have been comparatively small, amounting only to 48,000 bales. The sales are put down as 78,000 bales, of which the trade have taken 35,000 bales; but the actual sales have not been so large, and a considerable proportion of the amount mentioned above consists of cotton already sold and forwarded to the consumer from the ship's side. The comparative scarcity of the better qualities of American cotton still imparts exceptional strength to the yarn and cloth produced from these descriptions, but the stock of East Indian and common American sorts is ample, and coarse yarns spun from them are weak, and freely offered at lower prices than would have been accepted a week since.

Annexed is a statement showing the imports and exports of cotton into and from the United Kingdom, from September 1 to May 11, compared with the corresponding period in 1869-70.

	Imports.	Exports.	Imports.	Exports.
American	1,517,190	211,503	1,013,107	76,812
Brazilian	317,780	38,849	338,226	48,223
East Indian	776,105	391,095	931,877	589,931
Egyptian	201,278	8,865	149,575	3,416
Miscellaneous	181,009	6,911	84,216	10,170
Total	2,993,332	714,223	2,511,411	514,568

With regard to the wool trade, Mr. Helmuth Schwartz reports that the demand remains brisk, and current prices are fully maintained. A solitary exception to this rule exists in the case of lambs' wool, which is perceptibly cheaper than at the beginning of the series. But even here there is no abatement in the inquiry, and the decline appears rather as a reaction from the former excessive rates—the more natural, as the supply of lambs is always plentiful at this season. For superior combing wools,

both from Port Phillip and Sydney, there are rather less competitors in the market than a fortnight ago, but the prices show very little change, and remain, on the whole, satisfactory to growers. Medium to good Australian fleece, and all scoured descriptions, are quite as high as at any period during this series, and the same may be said of Capes, the demand for which continues unabated. Whether the exceptional inquiry for army clothing will long outlast the war, and continue after the extraordinary activity that has prevailed in this branch of industry for the last six months, is perhaps doubtful; but at present there are no signs of any falling off in this direction, and the position of Cape and all similar wools may accordingly be expected to remain firm for some time to come. From all sides the reports on the condition of the woolen industry are very satisfactory; the manufacturers are fully employed, and loth to extend their engagements at the prices existing for goods at present; the stocks are moderate, and everything points to a brisk business in the immediate future.

The weather is cold and cheerless, with easterly winds, which are not favorable to the progress of vegetation. The vegetable world has been pretty well at a standstill during the week, but there are no complaints, and there is an abundance of grass in the pastures. The wheat trade has been quiet but firm during the week. In prices no material change has taken place.

The following statement shows the imports and exports of bread and feeding stuffs into and from the United Kingdom, during last week and since the commencement of the season, compared with the corresponding periods in 1869-70:

FOR THE WEEK ENDING MAY 6.

	1870-71.	1869-70.
Wheat	627,730 cwt.	384,565
Barley	175,832	187,244
Oats	193,935	240,527
Peas	33,183	48,870
Beans	46,163	23,174
Indian corn	194,900	107,853
Flour	83,180	70,626

SINCE THE COMMENCEMENT OF THE SEASON (AUG. 28).

	1870-71.	1869-70.
Wheat	22,390,220 cwt.	23,684,449
Barley	5,560,971	5,741,311
Oats	5,312,677	6,772,125
Peas	545,599	916,613
Beans	1,265,281	1,299,486
Indian corn	10,118,896	13,245,900
Flour	3,199,274	4,467,675

For the corresponding periods in 1868-'69 the figures were as under:

	Imports.	Exports.
Wheat	260,856 cwt.	7,732,067
Barley	84,490	7,935,854
Oats	71,684	4,309,638
Peas	6,942	874,346
Beans	20,754	1,987,540
Indian Corn	214,740	9,511,669
Flour	50,740	2,909,536

A Costa Rica loan for £500,000, introduced by Messrs. Bischoffheim & Goldschmidt, has been rapidly subscribed for, and the quotation for the scrip has been as high as 5 1/2 premium. It is in a six per cent. stock at 72.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week have been reported by submarine telegraph, as shown in the following summary:

London Money and Stock Market.—American securities have been in general quiet and not very firm with the exception of United States 6s. of 1865 which have shown a slight advance.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Consols for money	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
U. S. 6s (5-20s, 1862)	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. " old, 1865	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
U. S. " 1867	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
U. S. 10-40s	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2

The daily closing quotations for United States 6s (1862) at Frankfurt were:

	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
Frankfort	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2

Liverpool Cotton Market.—See special report of cotton.

Liverpool Breadstuffs Market.—The market has declined and prices are lower for the principal articles throughout the list.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
Flour (Western)	27 6d.	27 6d.	27 6d.	27 6d.	27 6d.	27 6d.
Wheat (No. 2 Mill Red)	11 3d.	11 3d.	11 3d.	11 3d.	11 3d.	11 3d.
(Red Winter)	11 9d.	11 9d.	11 9d.	11 9d.	11 9d.	11 9d.
(California White)	12 4d.	12 4d.	12 4d.	12 4d.	12 4d.	12 4d.
Corn (W. m'd)	34 9d.	34 9d.	34 9d.	34 9d.	34 9d.	34 9d.
Barley (Canadian)	4 0d.	4 0d.	4 0d.	4 0d.	4 0d.	4 0d.
Oats (Am. & Can.)	3 5d.	3 5d.	3 5d.	3 5d.	3 5d.	3 5d.
Peas (Canadian)	44 0d.	44 0d.	44 0d.	44 0d.	44 0d.	44 0d.

Liverpool Provisions Market.—Beef has further declined 1s. as has Cheese also. Lard has dropped to 49s. and the market closes with a tendency to lower prices.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Beef (ex pr. mess.)... 304 lb	106 0	105 0	105 0	105 0	105 0	105 0
Pork (Etn. pr. mess.)... 304 lb	62 6	61 6	62 6	62 6	62 6	62 6
Bacon... 112 lb c c	39 0	39 0	38 6	38 6	38 6	38 6
Lard (American)... 51 9	51 9	51 0	50 0	49 6	50 0	49 0
Cheese (fine)... 66 0	66 0	65 0	66 0	65 0	65 0	65 0

Liverpool Produce Market.—Petroleum, both Spirits and Standard White, are firm at a slight advance over last week's prices while the market otherwise is steady. Rosin, however, having declined 1s.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Rosin (com. Wilm.)... 112 lb	6 3	6 3	6 3	6 3	6 3	6 3
(fine pale).....	17 6	17 6	16 6	16 6	16 6	16 6
Petroleum (std white)... 8 1/2	1 5 1/2	1 5 1/2	1 5 1/2	1 5 1/2	1 5 1/2	1 5 1/2
(spirits).....	9 9	9 9	9 9	9 9	9 9	9 9
Tallow (American)... 112 lb	42 0	42 0	42 0	42 0	42 0	42 0

London Produce and Oil Markets.—Prices have been steady throughout the week.

	Sat.	Mon.	Tues.	Wed.	Thur.	Fri.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Lins'd c'ke (obl.)... 10 10 0	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0	10 10 0
Linseed (Calcutta)... 63 6	63 6	63 6	63 6	63 6	63 6	63 6
Sugar (No. 12 Delistd)... 112 lb	36 0	36 0	36 0	36 0	36 0	36 0
Sperm oil.....	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0	82 0 0
Whale oil.....	36 0 0	36 0 0	36 0 0	36 0 0	36 0 0	36 0 0
Linseed oil.....	31 15 0	31 15 0	31 15 0	31 15 0	31 15 0	31 15 0

COMMERCIAL AND MISCELLANEOUS NEWS.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports this week show an increase in both dry goods and general merchandise. The total imports amount to \$7,460,904 this week, against \$6,561,621 last week, and \$10,382,026 the previous week. The exports are \$3,473,666 this week, against \$4,306,496 last week, and \$3,846,933 the previous week. The exports of cotton the past week were 9,068 bales, against 13,095 bales last week. The following are the imports at New York for week ending (for dry goods) May 19, and for the week ending (for general merchandise) May 20.

	1868.	1869.	1870.	1871.
Dry goods.....	\$1,135,908	\$1,612,307	\$1,655,589	\$2,059,808
General merchandise...	2,333,463	3,461,883	4,980,593	5,401,096
Total for the week.....	\$3,469,371	\$7,074,090	\$6,646,173	\$7,460,904
Previously reported....	91,453,654	131,758,699	113,116,996	143,638,394

Since Jan. 1..... \$94,923,025 \$128,832,789 \$119,763,079 \$151,097,298

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports, for the week ending May 23:

	1868.	1869.	1870.	1871.
For the week.....	\$3,657,521	\$3,853,146	\$3,610,430	\$3,473,666
Previously reported....	61,148,245	64,064,594	64,850,125	90,392,273

Since Jan. 1..... \$72,805,766 \$67,917,740 \$68,460,545 \$98,865,939

The following will show the exports of specie from the port of New York for the week ending May 20, 1871:

	May 15—St. Henry Chauncey, Aspinwall	May 18—St. Missouri, Havana	May 18—St. Calabria, Liverpool	May 18—St. City of Paris, Liverpool	May 18—St. Main, Southampton	May 18—St. Peril, Puerto Plata
American gold.....	\$5,000	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
" 15—Brig James Miller, Arroyo, P. R.—		American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
Mexican gold.....	7,860	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
" 16—St. Silesia, London—		American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
American gold.....	1,136,000	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
Foreign silver.....	15,000	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
Gold bars.....	14,798	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
Silver bars.....	20,418	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
" 17—St. Wisconsin, Liverpool—		American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
American gold.....	110,000	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
" 17—St. Russia, Liverpool—		American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
American gold.....	162,000	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
Foreign gold.....	14,730	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
Silver bars.....	216,060	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
" 17—St. Peril, Puerto Plata—		American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
American gold.....	300	American silver.....	American gold.....	American gold.....	American gold.....	American gold.....
Total for the week.....						
Previously reported.....						

Total since Jan. 1, 1871.....		\$30,444,290	
Same time in	Same time in		
1870.....	\$10,206,910	1867.....	14,994,478
1869.....	11,962,577	1866.....	16,964,006
1868.....	29,000,359	1865.....	9,658,117

The imports of specie at this port during the past week have been as follows:

	May 15—St. Ocean Queen, Aspinwall	May 20—St. City of Merida, Vera Cruz—	May 20—St. North America, St. Thomas—
Gold.....	\$9,199	Gold.....	1,500
" 15—Br. Branch, Santa Martha—		Silver.....	400
Gold dust.....	120	Silver.....	
" 19—St. Morro Castle, Havana—		Silver.....	
Total for the week.....			
Previously reported.....			

Total since January 1, 1871.....		\$3,024,530	
Same time in	Same time in		
1870.....	\$6,916,632	1868.....	\$3,064,855
1869.....	8,644,624	1867.....	1,056,073

Lake Shore and Michigan Southern Railroad.—The annual report of the Lake Shore and Michigan Southern Railroad Company, for the year ending December 31, 1870, is published in the *N. Y. Daily Bulletin*; a brief extract from the report was given in the *CHRONICLE* of May 20th, but the following additional details are of much interest:

The bonded debt of the Company (including the debt of the

Detroit, Monroe and Toledo Railroad Company, and the Kalamazoo and White Pigeon Railroad Company, the stock of both of which roads is owned by this Company) amounts to \$22,389,000. The annual charge for interest on this debt, and the \$466,000, bonds of the late Cleveland and Toledo Railroad Company, in the hands of the Sinking Fund Commissioners, is \$1,594,430. The rate of interest is seven per cent on all except \$200,000, which is eight per cent.

The company, on July 1st, 1870, executed a consolidated mortgage, with a provision for a sinking fund, to secure the payment of bonds registered and coupon, to the amount of \$25,000,000, bearing interest at the rate of seven per cent per annum.

Of the bonds secured by this mortgage a sufficient amount has been set apart to secure the payment of the bonded debt at maturity and the proceeds of the residue will be appropriated to double tracking the main line and procuring additional equipment.

There has been built at Elkhart, Indiana (the intersection of the Main and Air Lines), a machine shop, with other improvements, at a cost of \$141,831 26.

New depots and other structures, where none had previously existed, have been erected upon the road at a cost of \$139,567 57.

Additional second track and side tracks, thirty-four miles in extent, have been constructed at a cost of \$314,406. There has been expended in bridge masonry and permanent embankment, the sum of \$391,039 93. There has been expended in permanent work upon the Kalamazoo Division, the sum of \$73,300. A further sum of \$39,449 65 has been expended in miscellaneous construction. There has been advanced, for the purpose of the construction of the extension of the Jamestown and Franklin Railroad, from Franklin to Oil City and beyond, during the past year, the sum of \$421,262 26. The completion of this extension has contributed to a large increase of the traffic of this company.

There has been placed in the track, during the past year, 18,661 tons of new and re-rolled rails, including 3,054 tons of steel rails. The cost of these rails, with the exception of the iron used in the construction of new side tracks, has been charged to operating expenses. The business of the last year has demonstrated the necessity of additional double track, and it has been determined to construct, during the present year, one hundred and fourteen miles between the cities of Buffalo and Toledo, that being the part of the road where additional facilities are more immediately and imperatively required. This includes the re-building of that portion of the Northern Division of the late Cleveland and Toledo Railroad, extending from Sandusky, Ohio, to Oak Harbor, about twenty-six miles.

The earnings of the road for the first four months of the year 1871, show an increase of \$393,000 over the corresponding period of 1870, affording reasonable expectation that the year will be one of great and unusual prosperity.

EARNINGS FOR 1870.	
From Freight.....	\$3,638,661
" Passengers.....	4,153,513
" Express.....	282,088
" Mails.....	12,119
Total.....	\$13,457,540

OPERATING EXPENSES.	
General office expenses.....	\$193,783
Conductors and trainmen.....	438,659
Engine men and firemen.....	468,619
Agents and station labor.....	1,200,194
Telegraph repairs & supplies.....	17,162
Gas light account.....	17,187
Repairs engines and tenders.....	543,973
" cars.....	659,987
" roadway and track.....	1,151,188
" bridges.....	128,899
" fences.....	79,074
" buildings & fixtures.....	290,157
New and re-rolled rails.....	701,149
Fuel consumed.....	982,434
Total.....	\$7,936,997

TAXES.	
National, on earnings.....	\$91,751
" on manufactures, stamps, &c.....	4,845
State and local.....	335,227
Total.....	431,823

Total, 62 3-10 per cent.....	\$8,368,821
Net earnings, 37 8-10 per cent.....	\$5,088,719
Interest on funded debt.....	\$1,500,062
Interest on guaranteed stock.....	53,250
Rent Erie and Kalamazoo Railroad.....	30,000
Rent Kalamazoo, Allegan & G. R. Railroad.....	103,800
Dividends paid, viz.: August 1, 1870, 4 per cent.....	\$1,376,180
February 1, 1871, 4 per cent.....	1,376,180
Total.....	2,752,360

Surplus for the year.....	\$4,529,362
CONSTRUCTION, &c., FOR THE YEAR 1870.	

Railroad:	
New machine shops, &c., Elkhart.....	\$141,881
New depots, buildings, &c.....	139,567
New second tracks and side tracks, 34 miles.....	214,406
Bridge masonry and permanent embankment.....	391,039
Improvements on Kalamazoo division.....	73,300
Miscellaneous construction.....	38,449
Real estate purchased.....	13,916
Total.....	\$1,113,560

Equipment—additional:	
Twenty-five new engines.....	\$366,316
Six hundred and one new cars, various classes.....	387,993
Total.....	\$654,309

Jamestown and Franklin Railroad:	
Advances for construction.....	\$421,262
Less—\$300,000, their 2d mortgage bonds, 85c.....	\$330,000
Forty per cent earnings that road.....	51,694
Total.....	\$114,567

Grand Total.....	\$1,892,437
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The means to meet the above expenditures have been derived from the following sources:

Surplus earnings, as already shown	\$359,157
Proceeds of \$718,817 increase of debt—funded and floating	685,817
Sales real estate, Chicago, &c.	475,865
Note—Le Grand Lockwood—paid	139,989
Decrease in other available assets.	21,607

Total.....\$1,882,437

CONDENSED BALANCE SHEET, DEC. 31, 1870.

ASSETS.

Railroads:	
Buffalo to Chicago	\$42,701,846
Toledo to Detroit	1,291,968
White Pigeon to Kalamazoo	610,000
Expended on Ashtabula Branch	354,005
Total	\$44,967,819
Equipment	9,128,931
Jamestown and Franklin Railroad:	
Advances to that Company to Dec. 31, 1870	\$813,345
First Mortgage Bonds	\$312,000
Second Mortgage Bonds	300,000
Stock	400,000
Total	\$1,667,645
Detroit, Monroe & Toledo Railroad stock	412,800
General office building, Cleveland (40 per cent)	11,612
Working supplies, fuel, &c., on hand	1,940,071
Cash in hands of Assistant Treasurer and Paymasters	57,677
Uncollected earnings	373,640
Due from N. Y. Central Railroad (paid in January)	281,427
Due from Post Office Department	60,384
Individual accounts	100,792
Sunbury and Erie Railroad stock	\$500,000
Toledo, Wabash & Western Railway stock	2,502,954
Union Stock Yard stock	100,000
Empire Transportation Co. stock	60,750
Buffalo, Corry & Pittsburgh Railroad, First Mortgage Bonds	100,000
Advances to same Company*	34,658
Erie & Pittsburgh Railroad Bonds	14,000
Leavenworth Co. bonds	66,000
Oil Creek & A. A. Railway stock	300
Cleveland & Pittsburgh Railroad bonds	2,350
Toledo & Wabash S. P. bonds	6,000
Toledo City Bridge bonds	2,000
White Pigeon & Kalamazoo Railroad bonds	58,000
Michigan, Lake Shore Railroad bonds	6,000
Buffalo & Erie Railroad bond scrip	270
Pacific Hotel Co., advances to	18,750
Bills receivable (Lockwood)	400,000
	31,648
Total	\$62,287,279

*Secured by second mortgage bonds as collateral.

LIABILITIES.

Capital stock:	
311,665 shares, \$100 each	\$34,466,500
Less 620 shares owned by this company	62,000
Total	\$34,404,500
Guaranteed stock (10 per cent) 5,335 shares	533,500
Total	\$34,938,000
Funded Debt:	
Michigan Southern	\$8,873,000
Lake Shore, less 466,000 in sinking fund	6,527,000
Buffalo and Erie	3,623,000
White Pigeon and Kalamazoo	600,000
Lake Shore and Michigan Southern	2,660,000
Total	\$22,283,000
NOTE.—Kalamazoo, Allegan and Grand Rapids bonds \$840,000, and stock \$610,000, on which we pay as rent of that road, are not included in above liabilities of this company.	
Dividend of Feb. 1, 1871	\$1,376,180
Unclaimed dividends and coupons	26,675
December expenses, payable in January	29,988
Bills payable	976,980
Due James H. Banker, Treasurer	845,451
Due Commissioners of Sinking Fund	245,905
	35,328
Total	\$3,536,390
Profit and loss	1,529,889
Grand total	\$62,287,279

Chesapeake and Ohio Railroad.—This road is progressing rapidly towards completion. The road is already running to the White Sulphur Springs, and the earnings thus far are over \$800,000, which exceeds the estimate made when the road was first commenced. East and west from Coalsmouth over 100 miles are graded waiting for the iron, of which 10,000 tons are landing at Coalsmouth. At the western terminus the connections are so numerous that the company has determined to place 3,000 tons of steel rails as the best and most economical to support the great wear and tear. Next year the connecting roads now building from all the leading western and south-western cities will be completed about the same time as the Chesapeake and Ohio, so that the road will start with a full press of traffic from the west and southwest. The Chesapeake and Ohio Railroad, via Washington to St. Louis, when completed, will be fifty-one miles shorter than over the Erie Railway, and 110 miles less than by the New York Central via Chicago, and will furnish another trunk line from New York city to the west and southwest.

Selma and Meridian.—This railroad, eighty-one miles long, part of a direct line between Vicksburg and Savannah, was sold at Selma, Ala., on the 18th ult., under chancery decrees, and was bought in by the bondholders at the minimum price of \$1,000,000.

Minnesota Debt.—On May 2nd, the people of the State of Minnesota, voted in special election, in favor of not acknowledging the indebtedness on the Bonds, issued by the State and known as Minnesota State Railroad Bonds. Of the status of this indebtedness, we have in previous issues furnished full particulars.

U. S. Financial Agents in London.—Messrs. Jay Cooke, McCulloch & Co. have been appointed agents of the United States in London for making the navy disbursements abroad. Messrs. Baring Bros. & Co. have heretofore been the agents, and the dis-

bursments since the war have amounted to four or five million dollars annually.

—The *Anglo-American Times* recently gave some interesting remarks of Mr. Geo. McHenry, of Pennsylvania, upon the new United States loan, concluding with this interesting table:

AMERICAN INDEBTEDNESS TO EUROPE.

	1861.	1871.
Federal securities	\$30,000,000	\$1,000,000,000
State securities	70,000,000	100,000,000
Municipal securities	20,000,000	8,000,000
Railway bonds	10,000,000	150,000,000
Railway shares	50,000,000	110,000,000
Canal bonds and shares	200,000	5,000,000
Mining securities	300,000	27,000,000
Miscellaneous debt	15,000,000	100,000,000
Total	\$200,000,000	\$1,500,000,000

AMERICAN WEALTH.

	1861.	1871.
Population	32,000,000	40,000,000
Property	\$13,000,000,000	\$21,500,000,000

Deducting the debts due to foreigners at the respective periods, the accumulated wealth of the United States in 1861 was \$400 per head; in 1871, \$500 per head in gold.

—Attention is directed to the card of the Texas Banking and Insurance Company at Galveston, Texas. This company has a cash capital of \$238,000, and includes in its list of directors a number of the most prominent business men of Galveston. Special attention is given to collections in all parts of the State of Texas which are made without any other charge than the ordinary rates of exchange. J. M. Brandon, Esq., is President; J. C. Wallis, Esq., Vice-President, and the Messrs. Lauve Cashier and Secretary.

—The National Bank of Texas, at Galveston, makes collections on all accessible points. M. Kopperl, Esq., is the President; J. J. Hendley, Vice-President, and Chas. F. Noyes, Assistant Cashier.

—On another page will be found the advertisement of the Weston Fuel-Saving and Gas and Smoke Consuming Boiler. The great improvement introduced by this boiler is in the economy of fuel, as the gas and smoke heretofore lost are now consumed, with the result of saving from 33 to 40 per cent in the quantity of fuel ordinarily used by other boilers. Among other testimonials of the great value of this boiler is one from Mr. D. B. Grant, President of the "Grant Locomotive Works," at Paterson, N. J., who commends it very highly, particularly for the use of soft coal.

—Messrs. Davis & Freret in New Orleans are among the leading real estate brokers and general land agents of the South, they give attention to business in the States of Louisiana, Texas, Mississippi, Alabama, &c., in buying, selling and leasing of plantations and other real estate, paying of taxes, collecting rents, etc.

BANKING AND FINANCIAL.

BANKING HOUSE OF HENRY CLEWS & CO., 32 WALL ST., N. Y.

Our business is the same as an incorporated bank.

Deposit accounts can be opened with us in either Currency or Coin, subject to check without notice. Five per cent. interest will be allowed on all daily balances. Checks upon us pass through the clearing house as if drawn upon any city bank.

We issue Circular Letters of Credit for travelers, available in all parts of the world; also Commercial Credits. We make telegraphic transfers of money to any desired point, and transact every description of foreign banking business.

We draw Bills of Exchange in sums from £1 upward on.

The Imperial Bank, and Messrs. Clews, Habicht & Co., London. The Provincial Bank of Ireland, The National Bank of Scotland, and all their branches.

We issue Certificates of Deposit payable on demand or at fixed date, bearing interest, and available at all money centres.

Orders executed for Government and other investment securities; also Gold and Exchange.

Advances made on approved collaterals and against Merchandise consigned to our care.

We make collections of Notes, Drafts, Coupons and Dividends with promptness on all points, and are fully prepared to offer banking facilities upon either currency or gold basis.

TANNER & CO.,

BANKERS,

11 WALL ST., NEW YORK,

DEALERS IN

STOCKS, BONDS, GOLD, AND EXCHANGES.

ORDERS EXECUTED AT THE STOCK AND GOLD EXCHANGES.

INTEREST ALLOWED ON DEPOSITS SUBJECT TO CHECK AT SIGHT.

Buy and sell, at current market rates, the FIRST MORTGAGE EIGHT (8) PER CENT. GOLD BONDS of the ST. JOSEPH AND DENVER CITY RAILROAD CO.

Interest payable August and February, in New York, London or Frankfurt-on-the-Main, free of U. S. Taxes. Present market quotations 97½@98½c. and interest.

TANNER & CO.,

No. 11 WALL STREET.

Railroad and Miscellaneous Stocks.—Transactions in the Stock market have not been on a very large scale, and no general movement in prices has taken place, either in the direction of another upward turn, or towards a reaction from the late advance. Money continues to be so extremely easy as to offer every inducement to speculation, and the prevailing opinion of the street still favors the side of higher prices, whenever any material change takes place. In several specialties there have been considerable fluctuations—Rock Island has advanced to 119½, against 115½ last week; Reading sold to-day at 117½, at least 2 per cent higher than last week, and seems therefore to be favorably affected by the very important action of the company in their recent purchase of an extensive property in coal lands, &c., and issuing for that purpose a new mortgage of \$25,000,000, a part of which is to be reserved for retiring their present indebtedness of about \$6,000,000 and the balance applied to the purposes above named. Lake Shore closes at 114 against 113 last week, and the rumor of a stock dividend, which has so long been afloat concerning this road, now takes the shape of a report that \$15,000,000 additional capital will be issued for double tracking the road between Buffalo and Chicago, and that stockholders will have the privilege of taking the new stock for 40 or 50 per cent in cash. An active movement is noticed in coal stocks with an advance of more or less importance in the whole list; the scheme for consolidating the American, Maryland and Consolidation coal companies is again talked of. Erie closes at 29½@29¾, there having been no further developments in regard to the stock, or the real cause of the recent advance. The New Jersey Central road was reported at one time as about to be leased to a Pennsylvania Company, but

	60 Days.	3 Days.
London prime bankers.....	110 1/4 @ 110 3/4	110 1/4 @ 110 3/4
" commercial.....	110 @ 1 03 1/4	110 @
Paris (bankers).....	@	@
Antwerp.....	5.17 1/2 @	5.12 1/2 @
Swiss.....	5.17 1/2 @	5.12 1/2 @
Amsterdam.....	41 @	41 1/2 @

Hamburg..... 36% @ 36% @
 Frankfurt..... 4 1/4% @ 4 1/4% @
 Bremen..... 7 1/2% @ 7 1/2% @
 Prussian thalers..... 12 @ 12 @

The transactions for the week at the Custom House and Sub-Treasury have been as follows:

		Custom House		Sub-Treasury	
		Receipts.	Payments.	Receipts.	Payments.
Saturday, May 20	\$451,000	\$893,537 28	\$551,374 81	\$1,786,558 89	\$1,007,588 18
Monday, " 22	530,000	1,735,569 90	254,589 69	497,475 96	550,633 54
Tuesday, " 23	541,000	1,128,741 52	1,158,197 79	420,514 98	446,511 26
Wednesday, " 24	513,000	585,351 94	179,546 60	1,245,011	390,130 44
Thursday, " 25	462,000	965,105 00	314,498 34	438,687 67	2,501,113 37
Friday, " 26	308,000	576,803 90	2,492,870 02	2,478,702 32	4,203,257 76
Total	\$2,800,000	\$4,723,292 44	\$4,984,086 25	\$6,853,214 13	\$5,296,150 45
Balance, May 19		57,838,435 42	7,281,539 71		

Payment during week..... \$62,561,727 86 \$12,265,565 96
 Balance, May 26..... \$55,708,513 73 \$6,969,415 51

NEW YORK CITY BANKS.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on May 20, 1871:

BANKS.	Capital.	AVERAGE AMOUNT OF				Legal
		Loans.	Specie.	Circulation.	Deposits.	
New York	\$1,000,000	\$1,238,270	\$1,978,000	\$1,015,500	\$1,015,500	\$1,015,500
Manhattan	2,000,000	2,465,800	385,300	1,339,300	1,339,300	1,339,300
Mechanics	8,000,000	6,885,900	1,119,100	5,631,800	2,069,600	2,069,600
Union	2,000,000	5,508,100	293,400	4,215,700	1,349,400	1,349,400
America	3,000,000	8,606,325	1,771,046	1,413	2,073,081	2,073,081
Phoenix	1,800,000	4,282,799	429,579	521,503	530,533	530,533
Traders	1,000,000	6,707,542	629,830	5,766,777	1,545,000	1,545,000
Fulton	1,200,000	1,287,527	288,033	707,488	655,677	655,677
Chemical	300,000	6,176,234	434,592	4,531,514	1,376,690	1,376,690
Merchants' Exchange	1,235,000	2,226,559	16,292	444,915	2,275,910	2,275,910
Gallatin, National	1,500,000	1,473,529	115,284	408,906	1,472,083	1,472,083
Butchers	800,000	2,466,600	52,700	232,100	1,897,200	1,897,200
Mechanics and Traders	600,000	2,010,800	10,400	195,700	1,378,500	1,378,500
Greenwich	200,000	971,981		2,884	826,566	132,621
Leather Manufacturers	400,000	3,414,528	218,458	2,794,451	1,814,744	1,814,744
Seventh Ward	500,000	1,324,579	108,629	171,106	930,959	158,582
State of New York	2,000,000	4,384,580	402,84	483,000	1,026,243	1,026,243
American Exchange	5,000,000	9,565,300	528,900	951,000	5,066,300	5,066,300
Commerce	1,000,000	2,105,507	115,469	408,906	1,472,083	1,472,083
Broadway	1,000,000	6,594,400	119,800	900,000	5,175,700	1,431,100
Ocean	1,000,000	2,308,748	44,970	1,522,150	656,157	656,157
Mercantile	1,000,000	3,809,700	67,410	478,500	3,321,400	3,321,400
Pacific	400,000	1,345,500	1,500	1,292,500	395,140	395,140
Republ.	2,000,000	4,537,396	734,592	380,766	7,794,967	997,975
Chatham	450,000	2,114,200	119,400	130,410	2,443,900	434,000
People's	412,500	1,537,961	2,130	5,732	1,396,834	367,027
North American	1,000,000	2,384,475	151,917	1,000	2,488,225	345,030
Hanover	1,000,000	2,347,532	151,625	1,000	1,417,534	398,994
Irving	500,000	2,062,000	19,200	189,040	1,925,000	507,000
Metropolitan	4,000,000	10,129,551	541,305	1,535,457	5,528,500	1,967,833
Citizens	400,000	1,687,016	25,430	131,138	1,419,139	376,061
Nassau	1,000,000	2,675,234	35,109	3,824	2,639,580	432,740
Market	1,000,000	3,023,300	101,000	494,860	2,026,400	674,100
St. Nicholas	1,000,000	2,666,700	30,000	784,900	1,247,100	464,000
Shoe and Leather	1,500,000	3,844,000	45,700	799,400	2,990,100	391,600
Central Exchange	2,000,000	5,583,900	194,200	5,290,000	3,900,000	3,900,000
Continental	2,000,000	3,789,378	133,507	565,297	2,523,584	1,076,000
Commonwealth	750,000	2,017,400	51,000	237,900	2,156,300	594,700
Oriental	400,000	1,345,500	3,050	1,530	1,195,300	234,200
Marine	400,000	7,710,700	48,960	360,400	7,281,340	734,360
Atlantic	300,000	1,059,959	19,351	96,485	748,929	216,422
Importers and Traders	1,500,000	11,644,300	78,000	50,800	12,067,400	3,136,700
Park	2,000,000	18,948,000	1,315,265	961,500	17,225,617	5,456,888
Mechanics' Building Ass.	500,000	1,151,800	109,440	1,042,360	1,152,400	47,000
Grocers	300,000	771,001	7,726	1,915	713,347	302,007
North River	400,000	1,165,957	18,397	10,853	1,016,463	213,891
East River	350,000	1,054,232	8,950	235,500	647,941	187,513
Manufacturers' and M.	2,000,000	5,240,000	2,940	670	1,921,819	211,200
Fourth National	5,000,000	21,269,900	971,600	18,111,900	4,693,700	4,693,700
Central National	8,000,000	11,229,000	88,000	1,862,000	11,210,000	4,119,000
Second National	300,000	1,467,500	227,000	289,000	1,325,500	456,000
Ninth National	1,000,000	6,437,000	775,000	4,437,000	1,225,000	1,225,000
First National	500,000	5,200,100	79,300	332,900	5,200,100	1,114,900
Third National	1,000,000	5,940,400	150,100	790,800	6,066,900	1,776,400
New York N. Exchange	300,000	1,289,700	800	263,900	930,300	365,600
Tenth National	1,000,000	4,915,300	49,800	886,300	4,429,200	1,229,400
Bowery National	250,000	1,211,463	9,063	225,000	1,036,364	319,417
New York County	2,000,000	1,187,500		180,000	1,165,400	425,300
German American	1,000,000	2,935,961	295,906	2,807,131	325,417	325,417
Boyl's Head	500,000	1,543,606	5,543	1,538,063	1,543,606	47,000
Stuyvesant	60,000	190,297	2,950		59,609	106,691
Eleventh Ward	200,000	514,285		506,016	111,754	111,754
Eight National	250,000	771,321	2,065	220,000	531,746	401,960
American National	200,000	4,248,000	42,082	4,180,000	67,918	67,918
Germania	200,000	896,777	7,504	945,073		
Manufacturers & Builders	100,000	1,174,115		1,187,024	127,000	127,000

Totals..... \$70,283,900 \$9,438,531 \$15,362,813 \$31,204,966 \$23,594,016 \$6,521,722
 The deviations from the returns of previous week are as follows:
 Loans..... Inc. \$306,240 Net Deposits..... Inc. \$1,637,998
 Specie..... Dec. 963,710 Legal Tenders..... Inc. 2,369,028
 Circulation..... Dec. 116,513

The following are the totals for a series of weeks past:

	Loans.	Specie.	Circulation.	Deposits.	Legal	Aggregate
April 5.....	290,107,870	15,512,186	31,568,901	215,793,557	50,845,485	648,318,899
April 15.....	285,569,566	15,712,954	31,546,127	214,725,838	52,534,143	637,061,865
April 22.....	285,207,736	13,970,473	31,488,404	217,104,796	56,536,788	639,662,699
April 29.....	287,534,338	15,587,189	31,461,929	222,848,225	60,148,291	648,744,660
May 6.....	287,312,778	15,587,294	31,284,207	227,851,540	63,069,211	649,332,336
May 13.....	289,221,291	16,196,523	31,321,479	231,956,018	61,252,238	649,677,954
May 20.....	294,436,531	15,262,813	31,201,966	233,594,016	66,521,922	645,119,189

PHILADELPHIA BANKS.—The following is the average condition of the Philadelphia National Banks for the week preceding Monday, May 22, 1871:

BANKS.	Capital.	Loans.	Specie.	L. Tender.	Total net	
					Deposits.	Circulation.
Philadelphia.....	\$1,500,000	\$5,335,000	\$54,000	\$1,367,000	\$3,702,000	\$1,000,000
North America.....	1,000,000	4,334,599	5,891	1,076,532	2,813,533	797,600
Farmers and Mech.....	2,000,000	5,228,370	36,300	1,398,800	4,123,600	883,800
Commercial.....	850,000	2,427,000	3,300	871,000	1,236,000	616,000
Mechanics.....	800,000	2,325,000	1,192	419,000	1,346,000	468,750
Bank N. Liberties.....	500,000	2,451,000		719,000	1,200,000	461,000
Southwark.....	250,000	1,438,000	22,600	573,100	1,532,100	211,000
Kensington.....	250,000	1,067,313	4,810	287,000	909,600	227,136
Penn.....	300,000	1,638,558	7,000	80,850	1,725,112	171,450
Wes. ern.....	400,000	1,521,823	610	378,449	1,525,160	172,500
Manufacturers.....	1,000,000	1,922,500		360,000	1,223,425	447,549
Bank of Commerce.....	250,000	784,544	4,966	232,409	626,117	215,860
Girard.....	1,000,000	3,900,000	30,000	1,375,000	3,305,000	796,000
Tradesmen.....	200,000	1,414,945	6,237	394,898	99,423	172,500
Consolidation.....	300,000	1,146,718		256,835	812,781	270,000
City.....	400,000	1,184,763	205	511,494	89,725	356,537
Commerce.....	300,000	1,665,500	9,800	211,116	886,091	420,000
Corn Exchange.....	500,000	1,675,000	29,000	1,011,000	3,378,000	792,000
First.....	300,000	1,339,000	3,000	537,000	1,577,000	220,000
Third.....	1,000,000	3,663,000		536,000	1,446,000	420,000
Fourth.....	200,000	579,000		305,233	957,494	361,816
Sixth.....	150,000	533,000		142,000	1,046,470	135,000
Seventh.....	250,000	884,000	4,000	220,000	822,000	219,335
Eighth.....	275,000	2,875,000		191,000	762,000	241,000
Central.....	750,000	2,887,000		460,000	2,365,000	400,000
Bank of Republic.....	1,000,000	2,251,000		558,000	1,523,000	800,000
Security.....	237,000	422,000		126,000	214,000	176,000
Total.....	\$16,422,000	\$55,001,625	\$213,993	\$14,950,456	\$44,399,775	\$11,156,498

The deviations from last week's returns are as follows:

Capital..... Increase. \$437,850 Legal Tenders..... Increase. \$371,603
 Loans..... Decrease. 31,604 Deposits..... Increase. 606,299
 Specie..... Decrease. 17,515 Circulation..... Increase. 36,713

The annexed statement shows the condition of the Philadelphia Banks for a series of weeks:

Date.	Loans.	Specie.	Legal Tender.	Deposits.	Circulation.
April 24.....	54,391,498	299,138	13,632,369	41,611,067	11,088,994
May 1.....	51,661,445	356,543	14,408,358	43,024,711	11,066,345
May 8.....	54,518,857	390,478	14,258,932	43,575,570	11,119,730
May 15.....	55,033,229	281,508	14,575,838	43,662,846	11,170,750
May 22.....	55,001,625	213,993	14,950,456	44,399,775	11,156,498

BOSTON BANKS.—Below we give a statement of the Boston National Banks, as returned to the Clearing House, on Monday May 22, 1871:

Banks.	Capital.	Loans.	Specie.	L. T. Notes.	Deposits.	Circulation.
Atlantic.....	\$150,000	\$1,526,246	\$1,394	\$173,716	\$461,299	\$103,105
Atlas.....	1,500,000	2,695,014	4,231	179,211	683,516	784,540
Blackstone.....	1,500,000	3,575,019	5,473	998,196	1,719,515	784,540
Boylston.....	1,000,000	2,068,982	1	184,970	1,676,650	648,221
Boylston.....	500,000	1,421,392	154	280,504	736,280	784,540
Broadway.....	2,000,000	5,084,647	12,792	55,495	819,236	784,540
Columbian.....	1,000,000	2,484,521	61,400	522,700	1,056,639	784,540
Commercial.....	1,000,000	2,484,521	61,400	522,700	1,056,639	784,540
Flint.....	1,000,000	2,484,521	61,400	522,700	1,056,639	784,540
Everett.....	200,000	204,943	800	80,266	516,964	784,540
Faneuil Hall.....	200,000	214,001	181	227,500	1,229,165	784,540
Fremont.....	1,000,000	2,484,521	1,280	130,100	1,056,639	784,540
Globe.....	1,000,000	2,518,321	10,000	310,000	1,037,566	784,540
Hamilton.....	750,000	1,821,298	3,543	195,359	1,416,990	240,929
Howard.....	1,000,000	2,484,521	61,400	522,700	1,056,639	784,540
Massachusetts.....	800,000	1,484,865	9,199	119,826	819,236	784,540
Maverick.....	200,000	1,952,297	26,530	232,775	1,071,172	784,540
Merchant.....	400,000	881,119	23,861	58,635	576,072	784,540
Merchants' Yarnow.....	8,000,000	14,048,982	149,094	1,733,888	5,936,966	1,821,715
New England.....	200,000	697,167	100	77,338	516,964	784,540
North.....	1,000,000	2,192,787	8,699	418,119	886,819	784,540
North.....	1,000,000	2,216,750	62,467	195,167	842,219	784,540
Shawmut.....	1,000,000	2,484,521	61,400	522,700	1,056,639	784,540
Shawmut.....	1,000,000	2,068,982	41,213	53,742	1,086,623	784,540
Shoe & Leather.....	1,000,000	2,777,161	69,714	202,866	1,686,623	784,540
State.....	2,000,000	4,105,809	21,430	375,000	1,133,300	784,540
State.....	1,500,000	2,484,521	61,400	522,700	1,056,639	784,540
Traders.....	600,000	1,249,521	4,000	140,245	9,954	784,540
Tremont.....	2,000,000	3,136,402	338,098	464,904	890,157	784,540
Washington.....	750,000	1,826,474	6,750	108,500	1,512,924	784,540
Washington.....	1,000,000	2,484,521	61,400	522,700	1,056,639	784,540
Second (Granite).....	1,600,000	4,135,563	32,300	821,593	3,642,493	784,540
Third.....	800,000	1,233,607	35,668	82,000	1,096,239	784,540
Bank of Commerce.....	2,000,000	4,675,691	2,763	715,256	2,240,651	820,923
Bank of America.....	1,500,000	3,575,019	5,473	998,196	1,719,515	784,540
Bk of Redemption.....	1,000,000	5,688,411	60,950	552,686	1,136,627	784,540
Bank of Republic.....	1,500,000	2,866,041	1,242	229,833	906,447	784,540
City.....	1,000,000	2,484,521	61,400	522,700	1,056,639	784,540
City.....	1,000,000	1,929,553	14,767	195,359	1,719,515	784,540
Exchange.....	1,000,000	4,231,001	77,781	392,244	1,629,214	784,540
Hide & Leather.....	1,500,000	3,340,325	9,855	209,169	1,056,639	784,540
Revere.....	2,000,000	4,105,809	21,430	375,000	1,133,300	784,540
Security.....	200,000	642,412	24,196	47,511	503,707	784,540
Union.....	1,000,000	2,465,381	113,160	195,555	891,557	784,540
Webster.....	1,000,000	2,997,008	63,311	419,288	2,329,126	491,467
	\$17,550,000	\$114,488,514	\$1,741,121	\$1,421,951	\$50,424,131	\$24,911,121

GENERAL QUOTATIONS OF STOCKS AND BONDS.

The Active Stocks and Bonds given on a Previous Page are not Repeated here. Quotations are made of the Per Cent Value, Whatever the Par may be. Southern Securities are Quoted in a Separate List.

STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.	STOCKS AND SECURITIES.	Bid.	Ask.
New York Prices.			RAILROAD BONDS.			Boston.			Baltimore.		
American Gold Coin.	111 1/2	111 3/4	Great Western, 2d M. 1880.	85	85 1/2	Cin., San. & Cleve., 1st M. 7, 77.	84	85	Central Ohio, 1st M. 6.	84 1/2	85
U. S. GOVERNMENTS.			Quincy & Tol., 1st M. 1880.	84	84 1/2	Eastern Mass., conv. 6, 1874.	84	85	Marietta & Cin., 1st M. 7, 1881.	84 1/2	85
(Not previously quoted.)			Ill. & So. Iowa, 1st Mort.	102	102 1/2	Hartford & Erie, 1st M. (old) 7.	84	85	do do do 2d M. 7, 1886.	84 1/2	85
6 1/2, 1881, reg.	117 1/2	117 3/4	Galena & Chicago Ex. ended.	102	102 1/2	do do do 2d M. (new) 7.	84	85	do do do 2d M. S. F. 4, 85.	84 1/2	85
6 1/2, 1882, (1882) reg.	117 1/2	117 3/4	Chic. R. Island & Pacific.	102	102 1/2	Old Col. & Newport Bds. 6, 72.	84	85	do do do 2d M. S. F. 6, 1880.	84 1/2	85
6 1/2, 1883, (1883) reg.	117 1/2	117 3/4	Morris & Essex, 1st Mort.	102	102 1/2	do do do Bonds, 7, 1871.	103 1/2	104	do do do Consol. 6, 1880.	84 1/2	85
6 1/2, 1884, (1884) reg.	117 1/2	117 3/4	do do do 2d Mort.	97 1/2	98	Rutland, new 7.	84	85	Pitts. & Connellville, 1st M. 7, 78.	84 1/2	85
6 1/2, 1885, (1885) new reg.	117 1/2	117 3/4	Cleve. & Tol. Sinking Fund.	103	103 1/2	Verm't Cen. 1st M., cons., 7, 86.	84	85	do do do 1st M., unend., 6, 90.	84 1/2	85
6 1/2, 1886, (1886) reg.	117 1/2	117 3/4	New Jersey Central, 2d Mort.	102 1/2	103	Vermont & Can., new 8.	101	101 1/2	do do do 2d M., endorsed, 6, 90.	84 1/2	85
6 1/2, 1887, (1887) reg.	117 1/2	117 3/4	Pitts., Ft. W. & Chic., 1st Mort.	103	103 1/2	Vermont & Mass., 1st M., 6, 83.	92	92 1/2	Baltimore & Ohio stock.	84 1/2	85
6 1/2, 1888, (1888) reg.	117 1/2	117 3/4	do do do 2d Mort.	97 1/2	98	Boston & Albany stock.	157	158	Parkersburg Branch.	84 1/2	85
6 1/2, 1889, (1889) reg.	117 1/2	117 3/4	do do do 3d Mort.	97 1/2	98	Boston & Lowell stock.	141	141 1/2	Central Ohio.	84 1/2	85
6 1/2, 1890, (1890) reg.	117 1/2	117 3/4	Chic. & Alton Sinking Fund.	103	103 1/2	Boston & Maine.	153 1/2	154	do preferred.	84 1/2	85
6 1/2, 1891, (1891) reg.	117 1/2	117 3/4	do do do 1st Mortgage.	103	103 1/2	Boston & Providence.	157 1/2	158			
6 1/2, 1892, (1892) reg.	117 1/2	117 3/4	do do do Income.	103	103 1/2	Cheshire preferred.	157	158			
6 1/2, 1893, (1893) reg.	117 1/2	117 3/4	do do do 2d Mortgage.	103	103 1/2	Cin., Sandusky & Cleve. stock.	24 1/2	25			
6 1/2, 1894, (1894) reg.	117 1/2	117 3/4	do do do 3d Mortgage.	103	103 1/2	Concord.	127	128			
6 1/2, 1895, (1895) reg.	117 1/2	117 3/4	do do do 4th Mortgage.	103	103 1/2	Connecticut River.	83	84			
6 1/2, 1896, (1896) reg.	117 1/2	117 3/4	do do do 5th Mortgage.	103	103 1/2	Connecticut & Passumpsic, pf.	83	84			
6 1/2, 1897, (1897) reg.	117 1/2	117 3/4	do do do 6th Mortgage.	103	103 1/2	Eastern (Mass.).	124 1/2	124 1/2			
6 1/2, 1898, (1898) reg.	117 1/2	117 3/4	do do do 7th Mortgage.	103	103 1/2	Fitchburg.	140	141			
6 1/2, 1899, (1899) reg.	117 1/2	117 3/4	do do do 8th Mortgage.	103	103 1/2	Indianapolis, Cin. & Lafayette.	150	151			
6 1/2, 1900, (1900) reg.	117 1/2	117 3/4	do do do 9th Mortgage.	103	103 1/2	Manchester & Lawrence.	150	151			
6 1/2, 1901, (1901) reg.	117 1/2	117 3/4	do do do 10th Mortgage.	103	103 1/2	Nashua & Lowell.	112 1/2	113			
6 1/2, 1902, (1902) reg.	117 1/2	117 3/4	do do do 11th Mortgage.	103	103 1/2	Northern of New Hampshire.	89 1/2	90			
6 1/2, 1903, (1903) reg.	117 1/2	117 3/4	do do do 12th Mortgage.	103	103 1/2	Ogden & L. Champlain.	108	109			
6 1/2, 1904, (1904) reg.	117 1/2	117 3/4	do do do 13th Mortgage.	103	103 1/2	Old Colony & Newport.	123 1/2	124			
6 1/2, 1905, (1905) reg.	117 1/2	117 3/4	do do do 14th Mortgage.	103	103 1/2	Port, Saco & Portsmouth.	139	140			
6 1/2, 1906, (1906) reg.	117 1/2	117 3/4	do do do 15th Mortgage.	103	103 1/2	Rand.	81 1/2	82			
6 1/2, 1907, (1907) reg.	117 1/2	117 3/4	do do do 16th Mortgage.	103	103 1/2	Summit Branch.	48	49			
6 1/2, 1908, (1908) reg.	117 1/2	117 3/4	do do do 17th Mortgage.	103	103 1/2	Vermont & Canada.	103 1/2	104			
6 1/2, 1909, (1909) reg.	117 1/2	117 3/4	do do do 18th Mortgage.	103	103 1/2	Vermont & Massachusetts.	75	76			
6 1/2, 1910, (1910) reg.	117 1/2	117 3/4	do do do 19th Mortgage.	103	103 1/2						
6 1/2, 1911, (1911) reg.	117 1/2	117 3/4	do do do 20th Mortgage.	103	103 1/2						
6 1/2, 1912, (1912) reg.	117 1/2	117 3/4	do do do 21st Mortgage.	103	103 1/2						
6 1/2, 1913, (1913) reg.	117 1/2	117 3/4	do do do 22nd Mortgage.	103	103 1/2						
6 1/2, 1914, (1914) reg.	117 1/2	117 3/4	do do do 23rd Mortgage.	103	103 1/2						
6 1/2, 1915, (1915) reg.	117 1/2	117 3/4	do do do 24th Mortgage.	103	103 1/2						
6 1/2, 1916, (1916) reg.	117 1/2	117 3/4	do do do 25th Mortgage.	103	103 1/2						
6 1/2, 1917, (1917) reg.	117 1/2	117 3/4	do do do 26th Mortgage.	103	103 1/2						
6 1/2, 1918, (1918) reg.	117 1/2	117 3/4	do do do 27th Mortgage.	103	103 1/2						
6 1/2, 1919, (1919) reg.	117 1/2	117 3/4	do do do 28th Mortgage.	103	103 1/2						
6 1/2, 1920, (1920) reg.	117 1/2	117 3/4	do do do 29th Mortgage.	103	103 1/2						
6 1/2, 1921, (1921) reg.	117 1/2	117 3/4	do do do 30th Mortgage.	103	103 1/2						
6 1/2, 1922, (1922) reg.	117 1/2	117 3/4	do do do 31st Mortgage.	103	103 1/2						
6 1/2, 1923, (1923) reg.	117 1/2	117 3/4	do do do 32nd Mortgage.	103	103 1/2						
6 1/2, 1924, (1924) reg.	117 1/2	117 3/4	do do do 33rd Mortgage.	103	103 1/2						
6 1/2, 1925, (1925) reg.	117 1/2	117 3/4	do do do 34th Mortgage.	103	103 1/2						
6 1/2, 1926, (1926) reg.	117 1/2	117 3/4	do do do 35th Mortgage.	103	103 1/2						
6 1/2, 1927, (1927) reg.	117 1/2	117 3/4	do do do 36th Mortgage.	103	103 1/2						
6 1/2, 1928, (1928) reg.	117 1/2	117 3/4	do do do 37th Mortgage.	103	103 1/2						
6 1/2, 1929, (1929) reg.	117 1/2	117 3/4	do do do 38th Mortgage.	103	103 1/2						
6 1/2, 1930, (1930) reg.	117 1/2	117 3/4	do do do 39th Mortgage.	103	103 1/2						
6 1/2, 1931, (1931) reg.	117 1/2	117 3/4	do do do 40th Mortgage.	103	103 1/2						
6 1/2, 1932, (1932) reg.	117 1/2	117 3/4	do do do 41st Mortgage.	103	103 1/2						
6 1/2, 1933, (1933) reg.	117 1/2	117 3/4	do do do 42nd Mortgage.	103	103 1/2						
6 1/2, 1934, (1934) reg.	117 1/2	117 3/4	do do do 43rd Mortgage.	103	103 1/2						
6 1/2, 1935, (1935) reg.	117 1/2	117 3/4	do do do 44th Mortgage.	103	103 1/2						
6 1/2, 1936, (1936) reg.	117 1/2	117 3/4	do do do 45th Mortgage.	103	103 1/2						
6 1/2, 1937, (1937) reg.	117 1/2	117 3/4	do do do 46th Mortgage.	103	103 1/2						
6 1/2, 1938, (1938) reg.	117 1/2	117 3/4	do do do 47th Mortgage.	103	103 1/2						
6 1/2, 1939, (1939) reg.	117 1/2	117 3/4	do do do 48th Mortgage.	103	103 1/2						
6 1/2, 1940, (1940) reg.	117 1/2	117 3/4	do do do 49th Mortgage.	103	103 1/2						
6 1/2, 1941, (1941) reg.	117 1/2	117 3/4	do do do 50th Mortgage.	103	103 1/2						
6 1/2, 1942, (1942) reg.	117 1/2	117 3/4	do do do 51st Mortgage.	103	103 1/2						
6 1/2, 1943, (1943) reg.	117 1/2	117 3/4	do do do 52nd Mortgage.	103	103 1/2						
6 1/2, 1944, (1944) reg.	117 1/2	117 3/4	do do do 53rd Mortgage.	103	103 1/2						
6 1/2, 1945, (1945) reg.	117 1/2	117 3/4	do do do 54th Mortgage.	103	103 1/2						
6 1/2, 1946, (1946) reg.	117 1/2	117 3/4	do do do 55th Mortgage.	103	103 1/2						
6 1/2, 1947, (1947) reg.	117 1/2	117 3/4	do do do 56th Mortgage.	103	103 1/2						
6 1/2, 1948, (1948) reg.	117 1/2	117 3/4	do do do 57th Mortgage.	103	103 1/2						
6 1/2, 1949, (1949) reg.	117 1/2	117 3/4	do do do 58th Mortgage.	103	103 1/2						
6 1/2, 1950, (1950) reg.	117 1/2	117 3/4	do do do 59th Mortgage.	103	103 1/2						
6 1/2, 1951, (1951) reg.	117 1/2	117 3/4	do do do 60th Mortgage.	103	103 1/2						
6 1/2, 1952, (1952) reg.	117 1/2	117 3/4	do do do 61st Mortgage.	103	103 1/2						
6 1/2, 1953, (1953) reg.	117 1/2	117 3/4	do do do 62nd Mortgage.	103	103 1/2						
6 1/2, 1954, (1954) reg.	117 1/2	117 3/4	do do do 63rd Mortgage.	103	103 1/2						
6 1/2, 1955, (1955) reg.	117 1/2	117 3/4	do do do 64th Mortgage.	103	103 1/2						
6 1/2, 1956, (1956) reg.	117 1/2	117 3/4	do do do 65th Mortgage.	103	103 1/2						
6 1/2, 1957, (1957) reg.	117 1/2	117 3/4	do do do 66th Mortgage.	103	103 1/2						
6 1/2, 1958, (1958) reg.	117 1/2	117 3/4	do do do 67th Mortgage.	103	103 1/2						
6 1/2, 1959, (1959) reg.	117 1/2	117 3/4	do do do 68th Mortgage.	103	103 1/2						
6 1/2, 1960, (1960) reg.	117 1/2	117 3/4	do do do 69th Mortgage.	103	103 1/2						
6 1/2, 1961, (1961) reg.	117 1/2	117 3/4	do do do 70th Mortgage.	103	103 1/2						
6 1/2, 1962, (1962) reg.	117 1/2	117 3/4	do do do 71st Mortgage.	103	103 1/2						
6 1/2, 1963, (1963) reg.	117 1/2	117 3/4	do do do 72nd Mortgage.	103	103 1/2						
6 1/2, 1964, (1964) reg.	117 1/2	117 3/4	do do do 73rd Mortgage.								

The Railway Monitor.

EXPLANATION OF THE STOCK AND BOND TABLES.

1. **Prices of the Active Stocks and Bonds are given in the "Bankers' Gazette" ante;** quotations of other securities will be found on the preceding page.

2. **Bank and Insurance Stocks, Mining, Petroleum, City Railroad and Gas Stocks, and Southern Securities** of those kinds which are least active, are all quoted either regularly or occasionally at the end of "Bankers' Gazette," on a previous page.

3. **The Table of Railroad, Canal and Other Stocks,** on another page, comprises all Companies of which the stock is sold in any of the principal cities (except merely local corporations). The figures just after the name of the company indicate the No. of the CHRONICLE in which a report of the Company was last published. A star (*) indicates *leased roads*; in the dividend column x=extra; =stock or scrip.

4. **The Tables of Railroad, Canal and Other Bonds** occupy in all, four pages, two of which will be published in each number. In these pages the bonds of Companies which have been consolidated are frequently given under the name of Consolidated Corporation. The date given in brackets immediately after the name of each Company, indicates the time at which the statement of its finances was made. In the "Interest Column" the abbreviations are as follows: J. & J.=January and July; F. & A.=February and August; M. & S.=March and September; A. & O.=April and October; M. & N.=May and November; J. & D.=June and December Q.-Q.=Quarterly, beginning with January; Q.-F.=Quarterly, beginning with February. Q.-M.=Quarterly, beginning with March.

5. **The Table of State Securities** will be published monthly, on the last Saturday of the month.

6. **The Table of City Bonds** will be published on the third Saturday of each month. The abbreviations used in this table are the same as those in the tables of railroad bonds mentioned above. The Sinking Fund or assets held by each city are given on the same line with the name.

Philadelphia and Reading Railroad—New Loan.—The Philadelphia Ledger has an article in regard to the above from which we condense the following:

"It has been known that for some months past a number of gentlemen connected with the Reading Railroad Company have been buying large bodies of valuable coal lands in the Schuylkill and Mahanoy coal regions, and it has been generally supposed that these purchases were made in the interest of the Railroad Company. During the present session of the Legislature an act of incorporation was obtained, and under it these lands will hereafter be held. They embrace in the aggregate about 50,000 acres of the most valuable and productive coal land in the State of Pennsylvania, including nearly all the large bodies formerly held by individuals and coal companies in the first and second coal fields. The stock of this new coal company will be held by the Philadelphia and Reading Railroad Company, ample authority for this purpose having been conferred by the act of incorporation above referred to. The money required for this new enterprise will be raised by a loan made by the Reading Railroad Company. All of the branch lines of railroads which were owned entirely by the Company have been lately merged into and consolidated with the Philadelphia and Reading Railroad Company. And a new consolidated mortgage upon all of the property and franchises of the latter company will be issued to secure bonds to the amount of \$25,000,000. These bonds will all have forty years to run and will be 7 per cent. currency, both coupon and registered; 6 per cent. gold, both coupon and registered, all in sums of \$1,000 each; and 6 per cent. sterling in sums of £200 each; all the issues being free from taxes. Out of this issue of bonds \$6,000,000 will be set apart to retire all the present mortgage loans of the Company, amounting to \$5,807,000, so that the new loan will practically be a first mortgage loan upon all the property of the Company. The following statement of the assets of the Company has been prepared to show the amount of property upon which the new loan is secured:

Railroads, including main line, Lebanon Valley, Northern Liberties and Penn Township Branch, Lebanon and Pine Grove Branch, Pine Grove and Lebanon Railroad, Lorberrly Railroad, Union Railroad, Good Spring Railroad, and Mahanoy and Shamokin Railroad, with their laterals and sidings, aggregating 648½ miles of single-track road.	\$31,864,000
Depots, embracing all depots, terminal and wharf structures, office buildings, &c.	3,998,661
Real estate, embracing properties held in fee simple, and not included in the items of railroads or depots.	8,217,665
Locomotive engines and cars.	10,083,990
Stocks and bonds held by the Company.	4,325,353
Steam collieries.	588,486
Coal barges.	580,152
Debts due the Company, cash and uncollected bills.	4,092,038
Materials on hand.	1,203,529
Total.	\$64,800,873

The leased lines of railroad and canal held by the Reading Railroad Company are also embraced in the mortgage, though not included in the values in the above statement. The Fidelity Insurance, Trust and Safe Deposit Company of Philadelphia will be the trustee, and the mortgage provides for a cumulative sinking fund of 1 per cent. per annum upon the outstanding bonds, beginning with the year 1873. Out of the new loan, after setting apart the \$6,000,000 to retire the present mortgage indebtedness of the Company, \$19,000,000 will be left for the purchase and development of coal lands, and the acquisition of other new property necessary for the increased traffic of the Company. All of the property thus acquired will be added as a security to the new loan, so that the entire amount of \$25,000,000, when issued, will be secured by property worth over \$80,000,000 exclusive of the value of the numerous leased lines of railway and canal now held by the Company."

The Pennsylvania Railroad Company and its Leased Roads.—The reorganization of the roads west of Pittsburgh, leased by the Pennsylvania Company, does not seem to be correctly understood. The following statement is by an officer of the new organization: The number of miles of road in the West exceeds two thousand. The Pennsylvania Railroad Company proposes to delegate to a separate corporation the immediate super-

vision and management of its properties west of Pittsburgh. The legal title of this new corporation is "The Pennsylvania Company." It is chartered by the State of Pennsylvania. Its capital stock consists of—preferred stock, \$8,000,000; common stock, \$4,000,000; total, \$12,000,000. The \$8,000,000 of preferred stock is held, and is to be held permanently, by the Pennsylvania Railroad Company. This amount of new capital stock, in consideration of which the above railroad interest of the Pennsylvania Railroad Company were transferred on March 1, to the Pennsylvania Company, covers fully all the expenditures of the parent company in this connection. The \$4,000,000 of common stock is also held by the Pennsylvania Railroad Company, who may sell it at par whenever, from time to time, such use of it as may be found expedient. All the profits of the operation of the new organization during 1871, after meeting the obligations of the lines leased, are to be used by the Pennsylvania Company in perfecting and equipping the roads transferred to it. After 1871, it is claimed, the preference shares of this company will yield at least six per cent on their par value. These works, as a whole, now yield net revenues more than sufficient to meet all the obligations assumed for the Pennsylvania Railroad Company in taking possession while the operations of the sinking fund of the Pittsburgh, Fort Wayne and Chicago Railroad Company, the terms of which have been faithfully complied with, and the semi-annual amount to be charged to the running expenses, will pay off the whole of its mortgage debt of \$13,563,000 before the bonds are due. The management of this Pennsylvania Company has been placed by the company in the hands of seven directors, as has already been announced.—*Exchange.*

Houston and Texas Central Railway Company.—The Chief Engineer reports as follows, May 1: Gentlemen—I herewith submit a general report of operations on your road, in the different departments which have been under my control during the past year.

At the date of your last annual meeting you had in operation 155 miles of road, running to Calvert on the main line and to Brenham on the western branch.

Since that time the road has been opened for passenger and freight business to Groesbeck, 40 miles north from Calvert, on the main line; and to Ledbetter, 25 miles west from Brenham, on the western branch, making a total of 220 miles now in operation, with 10 miles of track laid beyond Ledbetter to Giddings, (and which will be ready to open for business about the 8th inst.) making at the present date a total of 230 miles of track.

The new portion of the road is well built, in good order, and in general compares favorably with any of the best roads where no ballast is used.

The earnings of the road were much reduced during September, October and the early part of November from the effects of the quarantine regulations incidental to alarm of yellow fever, and later by the non-arrival of rolling stock, which was expected early enough to meet the requirements of the business season. Incessant rains also, in December and January, damaged the road to some extent, and, of course, interfered proportionally with the business. The expenditures for repairs, therefore, bear more than a usual proportion to the earnings.

ROLLING STOCK.

The engines, passenger and freight cars owned by the company are as follows, viz:

Engines in running order.	26	Baggage cars building.	4
Engines in shop for repairs.	4	Box cars.	373
Passenger cars in good order.	20	Platform cars.	245
Passenger cars needing repairs.	3	Stock cars.	15
Passenger cars building.	2	Boarding cars (old, worn out and unfit for regular service).	8
Baggage cars in good order.	5		

CONSTRUCTION.

Since August last, when I took charge of engineering operations on your road, the line has been located from Ledbetter to Austin, and preliminary lines run from Richland creek to Red River, with a location secured twenty miles north of Corsicana.

By these surveys the distance from Houston to Red River, two miles above Preston where the line reaches it, is 354 miles, from Hempstead to Austin 118 miles, and the total length of your entire line when completed will be 472 miles.

The line to Austin is somewhat longer, but much cheaper and more easily built upon than that originally run up the Colorado bottom, which the present line avoids altogether, except near Austin, where it is not subject to overflow.

The grades on the present line are located everywhere above the highest known floods.

Arrangements have been made which are believed to be fully adequate to secure, if desired, the completion of the road to Austin by the first of October next.

About the first of June the grading will be completed from Groesbeck to Richland creek, a distance of 30 miles. Preparations have been also made to go on immediately with the grading as far as Corsicana, 10 miles north from Richland creek and 210 miles from Houston.

Boston, Hartford & Erie.—At a full meeting of the Bondholders, at Boston, last week, the question was upon the raising of \$200,000 to be paid to the receivers and trustees, so that the latter could foreclose the mortgage and enable the bondholders to get possession of the road, in accordance with the recent decree of the courts. An assessment of 2 per cent on the par value of the bonds was finally agreed upon, the bondholders paying this assessment being declared specially entitled to the benefit of the suit for foreclosure. The road, during the last ten months, has paid expenses and \$90,000 more, not including office expenses. Edward L. Pierce was added to the committee of bondholders, the other members being George M. Barnard, William T. Hart, S. Adams and T. R. Lathrop.

Union Pacific Railroad Company.

	April, 1871.	April, 1870.
Earnings.....	\$604,247 58	\$680,973 26
Expenses.....	268,401 94	474,355 61
Net earnings.....	\$335,845 64	\$206,617 65
Jan. 1 to April 30, 1871.	\$1,957,644 23	\$2,148,879 99
Earnings.....	1,062,414 69	1,841,045 27
Expenses.....		
Net earnings.....	\$895,229 54	\$407,834 72
The net earnings in 1871 show an increase over 1870:		
For April.....		\$129,227 99
Three months previous.....		358,166 83
And for four months.....		\$487,294 82

COMPARATIVE STATEMENT SINCE OPENING, 10TH MAY, 1869.

	First fiscal year, May 10, 1869—April 30, 1870.	Calendar year, 1870.	Second fiscal year to May 1, 1870—April 30, 1871.
Earnings.....	\$8,364,592 50	\$7,655,277 11	\$7,333,961 35
Expenses.....	5,797,098 56	4,677,414 84	3,896,704 26
Net earnings.....	\$2,567,493 94	\$2,977,862 27	\$3,437,257 09
Percentage on expenses.....	69 30	61 34	59 16

The St. Joseph Bridge.—The \$500,000 subscription of St. Joseph to this bridge was conditional on a previous expenditure of \$100,000 by the bridge company. The company being unable to obtain such an amount in private subscriptions to its shares, now asks that the terms be altered so that fifty per cent of the city subscription be paid at once. As an inducement, it is declared the bridge will not cost more than \$800,000, and that the city will control the property absolutely.

The New-Orleans, Mobile and Texas Railroad Company.—The four south-western States of Alabama, Mississippi, Louisiana and Texas constitute a vast district, which is enormously productive, with resources for cotton, sugar, molasses, rice, wheat, corn and cattle-raising almost unlimited; and having within their bounds the great commercial cities of the Gulf. As railroads have made the Western States populous and prosperous, so railroads connecting the great agricultural regions of the south-west, with their natural markets and shipping ports, are to be the main agency in increasing the wealth of the South, and, in turn, the roads will find large profit in the traffic which will follow their opening.

The New Orleans, Mobile and Texas Railroad Company is composed of capitalists, who saw the promising field for the employment of capital, and who have already expended many millions of dollars in the work, and have built, equipped and opened to profitable business 140 miles of the road connecting Mobile and New Orleans (the only railway line between those two important commercial cities), and are now vigorously pushing the work west of the Mississippi River. The road is to run from New Orleans to the Sabine River (226 miles), and thence to Houston, Texas (108 miles), making the total distance from Mobile to Houston, 475 miles.

Among the leading stockholders in the Company are Hon. E. D. Morgan of New York, Hon. Oakes Ames, of Massachusetts (who are the trustees under the mortgage); Hon. John A. Griswold, of Troy, N. Y.; Messrs. Morton, Bliss & Co.; J. and W. Seligman & Co.; L. Von Hoffman & Co.; James H. Banker, and Harrison Durkee, bankers, of New York, and others, whose names are well known in business circles. Having disbursed very largely of their own means, as above noted, without asking help from the

public, the company now offer for sale their First Mortgage Bonds, limited by law to \$12,500 per mile, and Second Mortgage Bonds, to an equal amount, principal and interest guaranteed by the State of Louisiana. They have forty-five years to run, and pay interest at the rate of seven per cent. gold or eight per cent. currency, at the option of the holder, at the time when each coupon is due.

Mr. W. B. Shattuck, who was formerly engaged in the negotiation of the Government loans, and who followed up his eminent success in the national securities by rapidly negotiating the Union Pacific First Mortgage Bonds, and, more lately, the Bonds of the Central Railroad of Iowa, of which he was Treasurer, has been appointed Financial Agent of this company, and sets forth some of the strong points of the enterprise in another column.

Nashville & Decatur.—An exchange makes the following statement of the terms of the lease of the Nashville & Decatur Railroad to the Louisville & Nashville Railroad Company, lately agreed upon by a joint committee from the directories of the two roads: The Louisville & Nashville Company assume the floating and bonded indebtedness of the Nashville & Decatur Company, not to exceed \$2,450,000. The lease to extend for thirty years, to go into effect on the 1st of July, 1872, or sooner if agreed upon by the parties. Concurrent with or dependent upon the ratification of this lease is a contract by which the Louisville & Nashville Company binds itself to furnish the contractors for building the North & South road the money to complete that road. This money the North & South Company was obligated to furnish these contractors, but owing to the war in Europe that Company has been unable to comply with its contract with its contractors, and that work has been for some time suspended. Under the new contract the North & South road is to be completed by the 1st of May, 1872. To return to the lease of the Nashville & Decatur road: From and after two years from the date of the completion of the North & South road, the Louisville & Nashville road is to pay, semi-annually, an annual dividend of six per cent on the stock of the Nashville & Decatur Company. Should the profits from the North & South road during the first two years that it is run fail to pay the interest on the bonded debt of that Company, then the Louisville & Nashville Company may appropriate so much of the six per cent annual dividends that would be due on the stock of the Nashville & Decatur Company for the first two years of the lease, as will be sufficient to pay one-half of the deficit of the North & South road in meeting its interest. For the payment of the indebtedness of the Nashville & Decatur Company the Louisville & Nashville Company is to receive stock in the Nashville & Decatur Company. At the expiration of the lease the road and equipments are to be returned to the stockholders. If there be any deficiency it is to be paid by the Louisville & Nashville Company. If there be any excess in valuation when returned, the Nashville and Decatur Company to pay for it. No permanent improvements to be made without the consent of the directory of the Nashville and Decatur Company. The organization of this company to be continued during the lease. The road and equipments to be received and returned at gold valuation. The Nashville and Decatur Company to have the right of adjusting all suits and disputed claims against it. Strictly guarded stipulations are made prohibiting any discrimination for or against any point on the road, especially Nashville, in the tariff or movement of freights."

MONTHLY EARNINGS OF PRINCIPAL RAILROADS.

Central Pacific—				Chicago and Alton—				Chicago & Northwestern—				Chic. Rock Is. and Pacific—				Clev. Col. Cin. & I—							
1870.	1871.	1869.	1870.	1870.	1871.	1869.	1870.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1870.	1871.					
(742 m.)	(800 m.)	(431 m.)	(431 m.)	(465 m.)	(465 m.)	(1,157 m.)	(1,157 m.)	(1,157 m.)	(1,157 m.)	(1,157 m.)	(1,157 m.)	(530 m.)	(530 m.)	(530 m.)	(530 m.)	(530 m.)	(530 m.)	(530 m.)					
\$413,104	\$24,480	\$243,181	\$243,181	\$243,108	\$243,555	\$80,292	\$706,024	\$80,286	\$753,782	\$858,359	\$31,767	\$401,275	\$387,172	\$226,897	\$266,788	\$244,161	\$313,198	\$283,399					
394,176	481,085	315,098	315,098	314,036	340,301	1,142,165	858,359	1,112,190	929,077	388,385	442,300	449,932	507,900	523,841	529,512	274,021	249,355	219,013					
488,331	578,870	388,736	388,736	372,618	Mar.	1,142,165	858,359	1,112,190	929,077	388,385	442,300	449,932	507,900	523,841	529,512	274,021	249,355	219,013					
633,758	756,250	328,390	328,390	393,654	April.	1,112,190	929,077	1,112,190	929,077	388,385	442,300	449,932	507,900	523,841	529,512	274,021	249,355	219,013					
768,719	.....	345,832	345,832	408,650	May.	1,268,414	1,177,897	1,268,414	1,177,897	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013				
729,274	.....	402,854	402,854	408,650	June.	1,251,950	1,154,529	1,251,950	1,154,529	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013				
783,099	.....	351,044	351,044	418,709	July.	1,157,056	1,080,946	1,157,056	1,080,946	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013				
807,815	.....	493,231	493,231	506,623	Aug.	1,037,973	1,246,213	1,037,973	1,246,213	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013				
777,183	.....	506,623	506,623	407,519	Sept.	1,205,572	1,275,171	1,205,572	1,275,171	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013				
828,447	.....	468,212	468,212	475,608	Oct.	1,371,780	1,371,780	1,371,780	1,371,780	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013				
746,800	.....	397,515	397,515	441,197	Nov.	1,140,145	1,037,963	1,140,145	1,037,963	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013				
612,805	.....	340,350	340,350	404,263	Dec.	845,708	.....	845,708	.....	449,932	507,900	523,841	529,512	523,841	529,512	274,021	249,355	219,013		
7,983,513	.....	4,681,562	4,681,562	4,849,404	Year.	13,355,461	.....	13,355,461	.....	5,960,936	.....	5,960,936	.....	5,960,936	.....	5,960,936	3,280,420	.....				
Ill. & Central—				Marietta and Cincinnati—				Michigan Central—				Milwaukee & St. Paul—				North Missouri—							
1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1870.					
(862 m.)	(974 m.)	(1109 m.)	(862 m.)	(974 m.)	(1109 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(284 m.)	(825 m.)	(825 m.)	(825 m.)	(825 m.)	(404 m.)	(404 m.)	(404 m.)					
\$650,137	\$628,383	\$639,540	\$650,137	\$628,383	\$639,540	\$384,119	\$337,992	\$384,119	\$337,992	\$384,119	\$337,992	\$454,190	\$396,171	\$454,190	\$396,171	\$213,101	\$188,385	\$213,101					
524,693	661,788	565,415	524,693	661,788	565,415	320,636	329,127	320,636	329,127	320,636	329,127	330,233	382,823	330,233	382,823	327,431	196,207	327,431					
709,644	601,326	606,845	709,644	601,326	606,845	386,527	380,430	386,527	380,430	386,527	380,430	420,774	377,000	420,774	377,000	377,571	239,161	377,571					
668,282	555,087	588,661	668,282	555,087	588,661	411,814	412,030	411,814	412,030	411,814	412,030	460,287	443,133	460,287	443,133	483,884	269,400	483,884					
604,974	684,534	.....	604,974	684,534	.....	403,646	406,283	403,646	406,283	403,646	406,283	630,844	430,700	630,844	430,700	.....	259,000	.....				
728,260	712,616	.....	728,260	712,616	.....	396,223	363,187	396,223	363,187	396,223	363,187	678,800	725,737	678,800	725,737	.....	308,493	.....				
606,228	627,215	.....	606,228	627,215	.....	329,950	328,891	329,950	328,891	329,950	328,891	586,342	636,434	586,342	636,434	.....	196,720	.....				
481,363	869,051	.....	481,363	869,051	.....	353,569	378,880	353,569	378,880	353,569	378,880	525,363	661,026	525,363	661,026	.....	229,090	.....				
779,400	901,235	.....	779,400	901,235	.....	423,546	467,990	423,546	467,990	423,546	467,990	724,514	808,318	724,514	808,318	.....	264,690	.....				
914,406	903,225	.....	914,406	903,225	.....	490,772	511,477	490,772	511,477	490,772	511,477	1,039,811	908,913	1,039,811	908,913	.....	234,962	.....				
814,412	811,707	.....	814,412	811,707	.....	448,419	453,873	448,419	453,873	448,419	453,873	801,163	791,014	801,163	791,014	.....	266,836	.....				
696,677	697,750	.....	696,677	697,750	.....	374,512	423,735	374,512	423,735	374,512	423,735	496,550	529,758	496,550	529,758	.....	255,726	.....				
\$523,482	\$678,958	.....	\$523,482	\$678,958	.....	4,749,163	4,791,895	4,749,163	4,791,895	4,749,163	4,791,895	7,250,668	8,120,427	7,250,668	8,120,427	.....	2,833,480	.....				
Ohio & Mississippi.				Pacific of Mo.—				Iron Mt.—				St. L. Alton & T. Haute.				Toledo, Wah. & Western.				Union Pacific—			
1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1870.	1871.	1869.	1870.	1871.	1869.	1870.	1871.	1870.					
(340 m.)	(393 m.)	(355 m.)	(355 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(210 m.)	(222 m.)	(282 m.)	(521 m.)	(521 m.)	(521 m.)	(1038 m.)					
\$196,787	\$245,981	\$202,447	\$196,787	\$245,981	\$202,447	\$92,181	\$126,218	\$92,181	\$126,218	\$92,181	\$126,218	\$132,622	\$152,892	\$132,622	\$152,892	\$257,663	\$365,174	\$528,529					
212,294	238,554	267,867	212,294	238,554	267,867	95,665	122,372	95,665	122,372	95,665	122,372	127,817	158,788	127,817	158,788	240,394	263,645	500,139					
235,065	284,599	295,566	235,065	284,599	295,566	102,582	144,637	102,582	144,637	102,582	144,637	175,950	172,216	175,950	172,216	342,704	295,238	530,238					
270,933	243,650	279,543	270,933	243,650	279,543	101,365	129,590	101,365	129,590	101,365	129,590	171,808	172,347	171,808	172,347	311,832	318,699	444,210					
246,266	.....	292,996	246,266	.....	292,996	115,175	.....	115,175	.....	115,175	.....	157,397	155,081	157,397	155,081	312,529	340,892	802,580
249,987	.....	2,948	249,987	.....	2,948	116,242	.....	116,242	.....	116,242	.....	154,132	150,719	154,132	150,719	348,890	348,632	746,450
211,219	.....	279,462	211,219	.....	279,462	107,524	.....	107,524	.....	107,524	.....	144,164	.....	144,164	.....	310,800	322,756	643,458
300,971	.....	325,044	300,971	.....	325,044	122,000	.....	122,000	.....	122,000	.....	186,888	167,305	186,888	167,305	450,246	466,431	664,050
318,567	.....	337,649	318,567	.....	337,649	134,124	.....	134,124	.....	134,124	.....	202,368	175,453	202,368	175,453	470,720	508,042	728,525
335,187	.....	339,991	335,187	.....	339,991	137,069	.....	137,069	.....	137,069	.....	204,552	163,284	204,552	163,284	422,368	451,293	719,023
319,054	.....	331,490	319,054	.....	331,490	131,791	.....	131,791	.....	131,791	.....	180,951	132,909	180,951	132,909	323,371	323,371	571,379
357,471	.....	287,825	357,471	.....	287,825	119,075	.....	119,075	.....	119,075	.....	168,559	137,794	168,559	137,794	434,283	386,254	483,838
\$186,157	\$186,157	\$186,157	\$186,157	\$186,157	\$186,157	\$186,157	\$186,157	\$186,157	\$186,157					
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RAILROAD, CANAL, AND MISCELLANEOUS STOCK LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

COMPANIES.				DIVIDEND.				COMPANIES.				DIVIDEND.											
For a full explanation of this table, see <i>Railway Monitor</i> , on the preceding page.				Stock	Out-	stand-	ing.	Periods.	Last paid.	Rate.	For a full explanation of this table, see <i>Railway Monitor</i> , on the preceding page.				Stock	Out-	stand-	ing.	Periods.	Last paid.	Rate.		
									Date.											Date.			
Railroads.																							
Albany & Susquehanna	PAR	3,335,000	First div.	July, '71	....	Old Colony & Newport, Jan. 21, 1871	PAR	4,959,020	Jan. & July.	Dec., '70	8	Orange, Alexan. & Manassas	100	2,488,757	Feb. & Aug.	Feb., '71	8	Oswego and Syracuse, No. 252	50	482,400	....	....
Allegheny Valley, No. 251	100	2,250,330	Jan. & July.	....	....	Pacific (of Missouri) April 22, 1871	100	3,629,800	....	....	....	Panama, No. 275	100	7,000,000	Jan. & July.	Dec., '70	3	Pennsylvania, Mar. 11, 1871	50	33,493,812	May & Nov.	Mar., '70	5
Atlantic & Gulf	100	3,691,200	....	....	....	Philad. and Erie, Mar. 11, 1871	50	6,004,200	Jan. & July.	Jan., '71	4	Philad., Wilmington & Baltimore	50	2,400,000	Jan. & July.	Jan., '71	4	Phila. & Ger. & Norrie, No. 255	50	1,626,250	Quarterly.	Mar., '71	3
Atlas & St. Lawrence, No. 255	100	2,494,900	Mar. & Sep.	Mar., '71	2	Philadelphia and Read, Feb. 11, 1871	50	30,401,600	Feb. & Aug.	Feb., '71	5	Philad. & Trenton, No. 255	100	1,259,100	Feb. & Aug.	Feb., '71	5	Pittsb. & Connellsville, No. 255	50	5,662,650	Jan. & July.	Dec., '70	4
Atlanta and West Point, No. 279	100	1,232,200	Jan. & July.	Jan., '71	4	Philad. & Trenton, No. 255	100	1,259,100	Feb. & Aug.	Feb., '71	5	Phila. & Ger. & Norrie, No. 255	50	1,626,250	Quarterly.	Mar., '71	3	Pittsb., Cin. & St. L., Mar. 4, 1871	50	1,795,926	....	....	....
Aurora and Savannah	100	783,700	June & Dec.	Dec., '70	3 1/2	Phila. & Ger. & Norrie, No. 255	50	1,626,250	Quarterly.	Mar., '71	3	Pittsb. & Connellsville, No. 255	50	5,662,650	Jan. & July.	Dec., '70	4	Pittsb. & Connellsville, No. 255	50	2,424,000	....	....	....
Baltimore and Ohio, April 8, 1871	100	16,530,962	April & Oct.	Apr., '71	5	Pittsb. & Connellsville, No. 255	50	5,662,650	Jan. & July.	Dec., '70	4	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Washington Branch	100	1,650,000	April & Oct.	Apr., '71	5	Pittsb., Cin. & St. L., Mar. 4, 1871	50	1,795,926	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Parkersburg Branch	50	729,533	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Berkshire, Jan. 21, 1871	100	600,000	Quarterly.	Apr., '71	1 1/2	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Boston and Albany, Jan. 21, 1871	100	19,150,800	Jan. & July.	Jan., '71	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Boston and Lowell, Jan. 21, 1871	100	25,000,000	May & Nov.	May, '71	3	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Boston and Providence, Jan. 21, 1871	100	2,315,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Boston and Providence, Jan. 21, 1871	100	4,550,000	Jan. & July.	Dec., '70	4	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Boston and Providence, Jan. 21, 1871	100	3,700,000	Jan. & July.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Buffalo, New York and Erie	100	950,000	June & Dec.	Dec., '70	3 1/2	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Burlington and Missouri River	100	1,254,400	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Camden and Amboy, No. 250	100	5,000,000	Feb. & Aug.	Feb., '71	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
do do scrip of Joint Co. No. 79 & 70	70	837,300	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Camden and Atlantic, No. 251	100	577,100	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
do do preferred	50	731,200	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Cape Cod, Jan. 21, 1871	60	915,577	Jan. & July.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Catawissa, No. 255	50	1,158,500	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
do do preferred	50	2,300,000	May & Nov.	May, '71	3 1/2	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Cedar Rapids and Missouri	100	6,830,400	Feb. & Aug.	Feb., '71	3 1/2	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Cent. Georgia & Bank Co. No. 243	100	4,666,900	June & Dec.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Central of New Jersey, No. 270	100	1,000,000	Jan. & July.	Dec., '70	4 & 5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Central Ohio	50	2,425,000	June & Dec.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
do do preferred	50	400,000	June & Dec.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Central Pacific, No. 283	100	48,578,740	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Charlotte, Col. & Aug. No. 257	100	2,085,925	Jan. & July.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Cheshire, preferred, Jan. 21, 1871	100	8,325,500	Mar. & Sept.	Mar., '71	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Chicago and Alton, Mar. 25, 1871	100	2,925,500	Mar. & Sept.	Mar., '71	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
do do preferred	100	2,425,400	Mar. & Sept.	Mar., '71	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Chic. & Burlington & Quincy, No. 268	100	17,500,000	Mar. & Sept.	Mar., '71	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Chicago, Iowa and Nebraska	100	3,916,200	Mar. & Sept.	Mar., '71	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Chicago and Northwest, No. 273	100	14,676,629	Jan. & July.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
do do preferred	100	20,570,293	June & Dec.	Dec., '70	5	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Chic. Rock Is. & Pac. No. 263	100	382,600	June & Dec.	Dec., '70	3 1/2	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Cin. Hamilton & Dayton, No. 262	100	2,967,500	April & Oct.	Apr., '71	4	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Cin. Richm. & Chicago, No. 263	50	425,646	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....
Cin. Sand. & Clev., No. 278	50	1,676,345	May & Nov.	Nov., '70	3	Pittsb. & Connellsville, No. 255	50	3,000,000	....	....	....	Pittsb. & Conn											

STATE BONDS.

DENOMINATION.		Amount Outstanding	INTEREST.		Principal Due.
Marked thus * are in default for interest			Rate	Payable.	
State Securities.					
ALABAMA (Oct. 1, '70) \$14,162,800:					
State Bonds.....	168,000	5	May & Nov.	1872	
do do (extended).....	1,941,000	5	do	1883	
do do do.....	473,800	5	do	1886	
Sterling bonds of 1850.....	688,000	6	June	1870	
Sterling Bonds (extended).....	712,800	5	Jan. & July	1886	
do do do.....	82,500	6	do	1886	
New Bonds, 1866 & 1868.....	1,477,700	8	Jan. & July	1880	
New Bonds, 1870, gold.....	300,000	8	Jan. & July	1880	
Endorsement for RR's (about).....	8,480,000	8	do	1883	
ARKANSAS (March, '71) \$7,350,000:					
Funding bonds of 1869.....	2,750,000	6	Jan. & July	90-1900	
Bonds yet unfunded.....	1,680,000				
Memphis & Little Rock.....	1,050,000				
Little Rock & Fort S. R. R.....	900,000				
Little R., Pine Bluff & N. O. R. R.....	751,000	7	Apr. & Oct.	1900	
Miss., Ouachita & Rod. R.....	400,500				
CALIFORNIA (April, '70) \$4,122,500:					
Civil Bonds of 1857..... (gold)	2,138,000	7	Jan. & July	1877	
do do of 1860.....	133,500	7	do	1880	
Soldiers' Relief Bonds.....	424,500	7	do	1880	
do do do.....	805,000	7	do	1884	
CONNECTICUT (Apr. 1, '71) \$6,525,900:					
War Bonds (July, '61) 10-20 year		6	Jan. & July	71-81	
do do (Jan., '63) 20 years.....		6	do	1883	
do do (Jan., '64) 20 years.....		6	do	1884	
do do (Oct., '64) 10 or 20 yr		6	Apr. & Oct.	74-94	
do (non-taxab.) (Oct., '65) 20 yr		6	do	1885	
FLORIDA (Jan., '71) \$747,967:					
State Bonds.....	747,967	7 & 8	June & Dec	96-98	
GEORGIA (Mar., '71) \$13,437,700:					
Western & Atlantic RR. Bonds	100,000	7	Jan. & July	1872	
do do do.....	176,000	7	May & Nov.	1874	
do do do.....	895,000	6	Jan. & July	72-74	
do do do.....	75,000	6	May & Nov.	1874	
Atlantic & Gulf RR. Bonds.....	800,000	7	Feb. & Aug.	78-86	
Bonds, per act March 12, 1868.....	3,700,000	7	Jan. & July	86-97	
Funding bonds of 1870, (gold).....	2,000,000	7	J. A. J. & O	1890	
Railroad endorsements.....	5,923,000				
ILLINOIS (Mar., 1871):					
Interest Bonds of 1847.....	980,696	6	do	1878	
Interest stock of 1857.....	131,311	6	do	1878	
Refunded Stock bonds.....	348,000	6	do	var.	
Normal University bonds.....	45,000	6	do	1880	
Thornion Loan bonds.....	163,000	6	Mar. & Sep.	1880	
War Bonds.....	416,800	6	Jan. & July	1880	
KANSAS (Jan., '71) \$1,341,975:					
Civil Bonds, 1861 to 1869.....	990,475	6 & 7	Jan. & July	76-85	
Military.....	346,000	7	do	1889	
KENTUCKY (Oct., '70) \$1,421,394:					
Bonds of 1841-42.....	913,000	6	Apr. & Oct.	71-74	
Bonds of 1843.....	66,000	5	Mar. & Sept.	1873	
Bonds of 1848.....	94,000	5	Apr. & Oct.	1871	
Bonds for Military Purposes.....	503,300	6	Various.	1895	
Bonds held by B'd of Education	1,048,283				
LOUISIANA Dec., '70, \$17,721,500:					
Charity Hospital.....	50,000	5	Mar. & Sept.	1872	
Relief of State Treasury	750,000	6	Jan. & July	1883	
Bonds to various railroads.....	2,495,000	6	Various.	69-96	
1865, Levee Bonds.....	1,000,000	8	Various.	1886	
1867, do do.....	4,000,000	6	May & Nov.	1907	
1870, do do.....	3,030,000	8	Mar. & Sept.	1875	
1866, Funding Coupons	997,300	6	Jan. & July	86-88	
Boeuf & Crockett & Navi Co.....	80,000	8	Jan. & July	1890	
Relief of P. J. Keane.....	134,000	8	Jan. & July	1890	
1869, Penitentiary Bonds.....	60,000	7	Mar. & Sept.	1890	
To Fund Floating Debt, &c.....	3,040,000	6	May & Nov.	1910	
Miss. & Mex. Gulf Ship Can'l.....	471,000	7 & 8	Mar. & Sept.	1890	
N. Louisiana & Texas RR, 1869	546,000	8	Apr. & Oct.	1909	
MAINE (Jan. 1, '71) \$3,067,900:					
Civil Loan Bonds, 1855-61.....	351,000	6	Various.	70-78	
War Loan of 1861.....	800,000	6	do	1871	
do do of 1863.....	525,000	6	Mar. & Sept.	1883	
Bounty Loan of 1863.....	475,000	6	Feb. & Aug.	1880	
War Loan of 1864.....	2,832,500	6	June & Dec.	1889	
Municipal War Debts assumed.....	3,684,400	6	Apr. & Oct.	1889	
MARYLAND (Oct., '70) \$13,317,477:					
Baltimore & Ohio RR sterling.....	2,288,888	5	Jan. & July	1890	
do do converted.....	448,500	5	J. A. J. & O.	1890	
Chesapeake & Ohio Canal, st'g.....	1,855,335	5	Jan. & July	1890	
do do converted.....	1,687,345	5	J. A. J. & O.	1890	
do do 1834.....	1,403,146	6	do	1870	
Baltimore & Susq. RR.....	269,000	3	do	1870	
Annap. & Elkridge RR.....	48,480	6	do	1870	
Susq. & Tide W. Canal, sterling	773,000	5	Jan. & July	1889	
do do converted.....	215,622	5	J. A. J. & O.	1865	
Eastern Shore RR.....	20,131	5	do	1865	
Bounty Loan.....	3,651,398	6	Jan. & July	1880	
Southern Relief bonds.....	103,000	6	do	1883	
MASSACHUSETTS (Jan. 1, '71) \$26,318,348:					
State Almshouse Loan.....	\$100,000	5	May & Nov.	1872	
do do do.....	110,000	5	Apr. & Oct.	73-74	
State House Loan.....	165,000	5	do	73-74	
Lunatic Hospital, &c., Loan.....	94,000	5	Jan. & July	1874	
Lunatic Hospital (West. Mass.)	50,000	6	June & Dec.	1870	
Loan, funding Public Debt.....	100,000	6	June & Dec.	70-72	
Back Bay Lands Loan.....	220,000	6	May & Nov.	1882	
Union Fund Loan.....	3,000,000	6	Jan. & July	71-76	
do do do.....	600,000	5	do	77-78	
Coast Defense Loan.....	888,000	5	do	1883	
Bounty Fund Loan.....	200,000	5	do	1884	
Bounty Fund Loan.....	4,883,500	5	May & Nov.	1894	
do do do (sterling).....	4,000,744	5	do	1894	
Troy & Greenf. RR. Loan (st'g).....	554,180	5	Apr. & Oct.	1888	
do do do (home).....	966,500	5	Apr. & Oct.	88-90	
do do do (sterling).....	2,952,400	5	do	88-90	
Southern Vermont RR. Loan.....	200,000	5	Apr. & Oct.	91-93	
Eastern Railroad Loan.....	50,000	5	Jan. & July	1890	
Newrich & Worces. RR. Loan.....	400,000	6	do	1871	
Bet. Harf. & Erie RR. (sterl.).....	3,599,034	5	do	1877	
Harbor Land Improvement.....	250,000	5	Jan. & July	1900	
			do	1875	
DENOMINATIONS.					
Marked thus * are in default for interest					
MICHIGAN (Jan. 1, '71) \$2,342,000:					
Renewal Loan Bonds.....	160,000	6	Jan. & July	1878	
Two Million Loan.....	1,621,000	6	do	73-83	
War Bounty Bonds.....	478,000	7	May & Nov.	1890	
Ste Marie Canal Bonds.....	83,000	6	Jan. & July	1879	
MINNESOTA (Dec., '70) \$350,000:					
State Buildings Loans.....	100,000	7	Jan. & July	1877	
do do do.....	100,000	7	do	1878	
do do do.....	50,000	7	do	1879	
Stonx War Loan 1862.....	100,000	7	May & Nov.	1872	
MISSOURI (Jan. 1, '71) \$20,566,000:					
State Bonds.....	438,000	6	Jan. & July	1883	
Bonds of 1868.....	2,747,000	6	do	1887	
Bonds to North Mo. RR.....	2,962,000	6	do	74-88	
Bonds to Cairo & Fulton RR.....	392,000	6	do	77-89	
Bonds to Platte Co RR.....	501,000	6	do	86-90	
Fonds to Iron Mountain RR.....	2,319,000	6	do	86-90	
Pacific RR.....	5,419,000	6	do	74-89	
S. W. Br. Pacific RR.....	1,456,000	6	do	72-89	
S. W. Br. Pacific RR (guar.).....	1,589,000	7	do	1876	
Hannibal & St. Joseph RR.....	5,000,000	6	do	1876	
NEVADA (Dec., 1870) \$200,000:					
Bonds of 1867.....	500,000	15	Jan. & July	1872	
N. HAMPSHIRE (Jan., '71) \$2,402,000:					
War Debt of July, '61-62.....	899,300	6	Jan. & July	71-78	
do do of Sept. 1, 1864.....	600,000	6	Mar. & Sep.	84-89	
do do of July 1, 1865.....	1,000,000	6	Apr. & Oct.	71-74	
N. JERSEY (Feb., '71) \$2,596,900:					
War Bonds of 1861 (tax free).....	1,299,900	6	Jan. & July	70-84	
do do of 1863 (tax free).....	1,002,900	6	do	86-96	
do do of 1864.....	593,400	6	do	97-02	
N. YORK (Oct. 1870) \$38,641,606:					
Bounty Fund Bonds, coupon.....	1,478,600	7	Jan. & July	1877	
do do do, registered.....	21,039,000	7	do	1877	
General Fund Bonds.....	1,910,082	6	do	1877	
do do do.....	8,000,000	6	do	Will.	
do do do.....	900,000	5	do	1878	
do do do.....	348,000	5	do	1875	
Canal Fund Stock.....	51,500	6	do	Will.	
do do do.....	2,257,900	6	J. v. J. & O.	1872	
do do do.....	5,150,100	6	Various.	1873	
do do do.....	2,095,000	6	Apr. & Oct.	1874	
do do do.....	473,000	6	do	1875	
do do do.....	1,70,420	5	June & Dec.	1877	
do do do.....			Jan. & July	1874	
NORTH CAROLINA (Oct., '70):					
Railroad Bonds, old.....	4,738,800		Jan. & July	68-96	
do do do.....	3,639,400		Apr. & Oct.	68-96	
Railroad Bonds, new.....	2,436,000		Jan. & July	68-96	
do do do.....	1,739,000		Apr. & Oct.	68-96	
Funding Bonds, since war.....	2,417,400		Jan. & July	900	
Other bonds do do.....	383,000		Apr. & Oct.	1890	
do do do.....	100,000		Jan. & July	1898	
Special Tax Bonds do do.....	11,407,000		Apr. & Oct.	1898	
OHIO (Nov., '70) \$9,732,017:					
Loan due after 31st Dec., 1870.....	1,284,317	6	Jan. & July	1870	
do do 31st Dec., 1875.....	1,600,000	6	do	1875	
do do 30th June, 1881.....	4,935,309	6	do	1881	
do do 31st Dec., 1886.....	2,400,000	6	do	1886	
Domestic Bonds (Union Loan)	306,975	6	May & Nov.	1871	
OREGON (Sept., '70) \$106,633:					
Relief Bond Bonds.....	106,633	7	Jan. & July	73-85	
PENNA. (Dec. 1, '70) \$31,107,168:					
Stock Loan (of 1840).....	562,410	5	Jan. & July	1870	
Inclined Plane (1849).....	400,000	6	Apr. & Oct.	1879	
Compon Bonds (1852).....	384,000	5	Jan. & July	1882	
do do do.....	112,000	4%	do	1882	
do do do.....	3,105,000	5	do	1877	
do do do.....	274,000	5	Feb. & Aug.	1877	
Military Loan (1861).....	2,769,250	6	do	1878	
Stock Loan (1867).....	4,721,300	6	do	1871	
do do do.....	92,800	5	do	1872	
do do do.....	7,890,550	6	do	1872	
do do do.....	90,400	5	do	1877	
do do do.....	9,257,080	6	do	1872	
do do do.....	726,900	5	do	1882	
RH. ISL. (April, '70) \$2,916,500:					
War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	
do do do of 1863.....	329,000	6	Apr. & Oct.	1883	
do do do of 1863.....	738,000	6	Jan. & July	1882	
do do do of 1864.....	841,000	6	Feb. & Aug.	1893	
S. CAROLINA (Nov., '70) \$7,665,908:					
Fire Loan Stock (act '38).....	308,943	6	Jan. & July	1870	
do do do (then on Bank)	484,000	5	do	1868	
State House (acts '56-'63).....	1,479,632	6	do	77-90	
Blue Ridge RR & C. (act '54).....	970,000	6	do	74-78	
Conversion stock of 1868.....	64,000	6	do	1886	
Funded debt of '66.....	1,131,700	6	do	1877	
Bonds 1868-69.....	3,193,900	6	J. & J. A. & O	88-89	
TENNESSEE (Oct., '70) \$8,539,602:					
Bonds loaned to RR's, etc.....	24,008,500	6	Jan. & July	Long	
Bonds endorsed for RR's.....	2,172,000	6	do	Long	
Funded interest (new bonds).....	4,402,503	6	do	Long	
State Bonds (debt proper).....	1,706,000	6	do	Long	
do do do.....	239,166	5%	Apr. & Oct.	Var	
do do do.....	1,398,640	5	do	Var	
All int. unfunded to Jan. 1871.....	4,197,861	5	do	Var	
Bank of Tennessee Notes.....	1,500,000				
VERMONT (Feb., '71) \$1,226,000:					
War Loan Bonds, coupon.....	1,025,000	6	Jun. & Dec.	71-78	
do do reg.....	201,000	6	do	71-78	
VIRGINIA, Jan. 71 (47,890,889):					
Old Bonds, coupon.....	11,108,000	6	Jan. & July	Long	
do do do, registered.....	21				

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.

Pages 1 and 2 of Bonds will be published next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED		Amount Outstanding	INTEREST.			Principal payable.
For a full explanation of this Table see "Railroad Monitor" on a preceding page.			Rate.	When paid.	Where paid.	
Railroads:						
<i>Michigan Central</i> (Dec. 70):						
1st Mort Convertible, sink fund	2,591,500	8	A. & O.	New York	1882	
1st Mort Convertible, sink fund	567,000	8	A. & O.	New York	1882	
1st Mort Sterling, non-convertible	467,469	6	M. & S.	London.	1872	
<i>Milwaukee & St. Paul</i> (Jan. 1, 70):						
1st Mortgage (370 miles)	5,487,000	7	J. & J.	New York	1883	
2d Mortgage (370 miles)	1,316,000	7	A. & O.	"	1884	
1st Mort. (E. D. Ry.)	758,000	8	M. & N.	"	1874	
1st Mort. (Iowa & Minn., 230 mi.)	8,792,000	7	J. & J.	"	1887	
1st Mort. (Minn. Central)	208,000	7	"	"	1887	
1st Mort. (P. du C., 235 miles)	8,672,000	8	F. & A.	New York	1898	
2d Mort. (P. du C., 235 miles)	1,149,000	7.5	F. & A.	"	1898	
Milwaukee City	254,000	7	M. & S.	"	1873	
Milwaukee and Western	2,475,000	7	J. & J.	"	1891	
<i>Mineral Point</i> (Jan. 1, 70):						
1st Mortgage	330,000	10	"	New York	"	
<i>Mississippi Central</i> (Sep. 1, 69):						
1st Mortgage	1,350,000	7	M. & N.	New York	1873	
2d Mortgage	1,997,000	8	F. & A.	"	1874	
Tenn. State Loan	1,478,999	6	J. & J.	"	1892	
<i>Mississippi & Tenn.</i> (Oct. 1, 69):						
1st Mortgage	600,000	7	A. & O.	New York	1876	
Consolidated Mortgage	1,105,700	8	J. & J.	Memphis.	'81-'93	
<i>Mo. Kan. & Texas</i> (Mar. 71):						
1st M. & T. 18m & Id. (F. P. S. R.)	4,145,000	6	J. & J.	New York	1890	
1st M. & T. 18m & Id. (F. P. S. R.)	2,000,000	7	J. & D.	"	1903	
Consol. M. gold, on 52m & Id.	7,855,000	7	F. & A.	"	1904	
<i>Missouri R., P. & S.</i> (Jan. 1, 71):						
1st Mortgage, land grant	5,000,000	10	J. & J.	Boston.	1899	
2d Mortgage, for \$2,000,000	1,400,000	"	A. & O.	"	1890	
<i>Mobile & Girard</i> (June 1, 69):						
1st Mortgage	400,000	7	"	"	1881	
2d Mortgage, endorsed	95,000	"	"	"	1881	
<i>Mobile & Ohio</i> (Jan. 70):						
1st Mortgage, sterling	5,470,000	18	M. & N.	Mobile.	1882	
1st Mortgage, sterling	1,181,600	18	M. & N.	London.	1882	
Interest Bonds	755,040	6	M. & N.	London.	1883	
Income Bonds	968,608	8	M. & N.	Mobile.	1883	
<i>Montgomery & Montgomery</i> (May 1, 69):						
1st Mortgage	1,200,000	8	M. & N.	New York	1888	
<i>Montgomery & Buffalo</i> (Mar. 71):						
1st Mortgage, sinking fund	716,010	8	M. & S.	New York	1886	
do do of 1870	330,000	8	J. & D.	"	1900	
<i>Morris & Essex</i> (Jan. 70):						
1st Mortgage, sinking fund	5,000,000	7	M. & N.	New York	1914	
2d Mortgage	3,000,000	7	F. & A.	"	1891	
Convertible bonds	600,000	7	J. & J.	"	1902	
Construction bonds	2,000,000	7	F. & A.	"	1889	
<i>Nash & Chattanooga</i> (July 1, 69):						
1st Mort., endorsed by Tenn.	1,546,000	6	J. & J.	New York	1890	
<i>Nashville & Decatur</i> (Jan. 1, 71):						
2d Mortgage	500,000	6	A. & O.	"	1887	
Mortgage Bonds of 1870	2,500,000	"	"	"	1887	
<i>Naugatuck</i> (Feb. 71):						
1st Mort. (convertible) 1856	120,500	7	J. & J.	Bridgept.	1876	
<i>Newark & New York</i> (Jan. 70):						
1st Mortgage, 1867	600,000	7	J. & J.	New York	1887	
<i>Newburg & New York</i> (April, 70):						
1st Mortgage, sinking fund	250,000	7	J. & J.	New York	1889	
<i>New Haven & Derby</i> (Jan. 1, 70):						
1st Mortgage	500,000	7	M. & N.	N. Haven.	1888	
<i>N. Haven & Northamp.</i> (Feb. 71):						
1st Mort 1869	1,000,000	7	J. & J.	N. Haven.	1899	
Bonds convert, free State tax	400,000	6	A. & O.	"	1880	
<i>New Jersey:</i>						
1st Loan	300,000	6	F. & A.	New York	1875	
2d Loan	450,000	6	F. & A.	"	1878	
3d Loan	100,000	6	F. & A.	"	1887	
<i>N. J. Southern</i> (Del. & Rar. Bay):						
1st Mortgage, tax free	2,000,000	7	M. & N.	New York	1889	
<i>New London North</i> (March, 71):						
Mortgage Bonds	60,000	7	J. & D.	N. London	1871	
1st Mort., extension	300,000	6	A. & O.	New York	1885	
Convertible Bonds	291,500	7	J. & J.	"	1871	
<i>N. Orl., J. & Gt. North</i> (Feb. 70):						
1st Mort. for \$3,000,000 (1866)	2,741,000	8	J. & J.	N. Y. & Lon	1884	
2d Mort. of 1860	1,168,000	8	A. & O.	New York	1890	
<i>New York Central</i> (Oct. 1, 70):						
Premium Sinking Fund	5,946,689	6	M. & N.	New York	1883	
Sinking Fund (assumed debt)	1,514,000	7	F. & A.	"	1876	
Subscription (assumed stocks)	692,000	6	M. & N.	"	1883	
Real Estate	162,000	6	M. & N.	"	1883	
Renewal bonds	2,900,000	6	J. & D.	"	1887	
<i>New York & Harlem</i> (Oct. 1, 70):						
1st Mortgage of 1863	3,000,000	7	M. & N.	New York	1873	
Consolidated Mort. of 1863	2,700,000	6	F. & A.	"	1893	
<i>New York & N. Haven</i> (Apr. 1, 70):						
1st Mortgage	1,099,500	6	A. & O.	New York	1875	
<i>N. Y. & Oswego Midland:</i>						
1st Mort. (gold)	20,000 p.m	6	J. & J.	"	1894	
<i>New York, Prop. & Bost.</i> (Sep. 1, 70):						
1st Mortgage	168,000	6	F. & A.	New York	73-'78	
Improvement	100,000	7	J. & J.	"	1876	
Extension	250,000	6	M. & N.	"	1881	
<i>New Bonds 1869:</i>						
1st Mortgage	512,000	7	J. & J.	"	1899	
<i>Norfolk & Petersburg</i> (Oct. 1, 69):						
1st Mortgage	157,000	7	J. & J.	New York	1877	
1st Mortgage	303,000	8	J. & J.	"	1877	
Funding Mortgage	43,000	8	J. & J.	"	1872	
2d Mortgage	290,000	8	J. & J.	"	1893	
<i>North Carolina</i> (April, 70):						
Mort. Bonds (various) '68-'69	490,500	8	M. & N.	Shops N.C.	72-'78	
Bonds of 1857	61,500	8	M. & S.	"	1867	
<i>Northwestern</i> (March 1, 71):						
1st Mortgage new	820,000	8	M. & S.	Charlest'n	1899	
2d Mortgage	322,000	8	M. & S.	"	1899	
Funded Interest (certificates)	109,028	7	J. & J.	"	1875	
<i>North Missouri</i> (March, 71):						
1st Mortgage of 1865	6,000,000	7	J. & J.	New York	1895	
2d Mortgage of 1868	4,000,000	7	A. & O.	"	1888	
3d Mortgage	5,000,000	7	A. & O.	New York	1888	
<i>North Pennsylvania</i> (Nov. 1, 70):						
1st Mortgage	2,229,000	6	J. & J.	Philadel.	1885	
2d Mortgage	890,000	10	A. & O.	"	1877	
3d Mortgage	1,246,000	7	M. & N.	"	1896	
<i>Northern Central</i> (Feb. 71):						
1st Mort. (State loan)	1,500,000	6	Q. - J.	Annapolis	Irred	
2d Mortgage (sink. fund) coup.	1,998,000	6	J. & J.	Baltimore.	1885	
3d Mortgage (sink. fund) coup.	1,225,000	6	A. & O.	"	1900	
4d Mortgage (Y. & C. R.R. guar)	2,435,000	6	J. & J.	"	1877	
Consolidated Mortgage, gold	2,019,000	6	F. & A.	"	1900	
Income conv. coup. bonds, 1870	415,000	7	A. & O.	Harrisburg	1880	
<i>Northern, N. H.</i> (Apr. 1, 70):						
Company Bonds of 1864	115,000	6	A. & O.	Boston.	1874	
<i>Northern New Jersey</i> (Jan. 70):						
1st Mortgage (guaranteed)	400,000	7	J. & J.	New York	"	
<i>Norwich & Worcester</i> (Dec. 1, 69):						
1st Mort. (Mass. loan) s'k'g fund	400,000	6	J. & J.	Boston.	1877	
Construction Bonds	124,500	7	J. & J.	"	1877	
<i>Ogdensb. & L. Chan.</i> (April, 70):						
Equipment Bonds (tax free)	500,000	8	J. & J.	"	1879	
<i>Old Colony & Newport</i> (Mar. 71):						
Company Bonds	1,388,000	7	F. & A.	Boston.	1877	
Company Bonds	458,000	6	A. & O.	"	1875	
Company Bonds	1,000,000	6	M. & S.	"	1876	
<i>Ogawa Valley</i> (Jan. 1, 70):						
1st Mortgage, 1865 (5-30 years)	200,000	10	J. & J.	New York	1888	

COMPANIES, AND CHARACTER OF SECURITIES ISSUED		Amount Outstanding	INTEREST.			Principal payable.
For a full explanation of this Table see "Railroad Monitor" on a preceding page.			Rate.	When paid.	Where paid.	
Railroads:						
<i>Ohio & Mississippi</i> (March, 71):						
1st Mortgage (E. Div.)	2,050,000	7	J. & J.	New York	1872	
2d Mortgage (W. Div.)	850,000	7	J. & J.	"	1872	
Income Mortgage (W. Div.)	540,000	7	J. & J.	"	1872	
Consol. Mort.	221,500	7	A. & O.	"	1868	
Consol. Mort.	2,761,000	7	J. & J.	"	1868	
Consol. Mort. (for \$600,000)	105,000	6	J. & J.	London.	1868	
Consol. Mort. (for \$600,000)	105,000	7	A. & O.	New York	1901	
<i>Oil Creek & Allegh. R.</i> (Dec. 70):						
1st Mortgage	1,500,000	7	F. & A.	Philadel.	1886	
2d Mortgage	850,000	7	A. & O.	"	1888	
Consol. Mortgage	512,000	6	M. & N.	"	1883	
<i>Orange, Alex. & Manas</i> (Oct. 1, 69):						
1st Mort. (O. & A. R.R.) 1859	400,000	6	M. & N.	New York	1873	
2d Mort. exten. (O. & A.) 1855	1,130,500	6	J. & J.	"	1873	
3d Mort. exten. (O. & A.) 1858	575,000	6	M. & S.	Richmond	1873	
4th Mort. exten. (O. & A.) 1860	831,700	6	M. & S.	Alexand'ia	1873	
1st Mort. (O. & A. & M. R.R.) 1861	708,000	7	J. & J.	New York	1873	
Va. L. Oan (31 1/2 m) s'k'g fnd, 58-9	249,962	7	J. & J.	"	72-'78	
<i>Omaha & R. R.</i> (Jan. 71):						
1st Mortgage, guaranteed	350,000	7	M. & N.	New York	1891	
Income Bonds	200,000	7	F. & A.	"	1914	
<i>Oswego & Syracuse</i> (March, 71):						
1st Mortgage	112,000	7	M. & N.	New York	73-'78	
2d Mortgage	875,000	7	M. & N.	"	73-'78	
<i>Pacific of Missouri</i> (Mar. 1, 70):						
1st Mortgage (gold)	6,500,000	6	F. & A.	New York	1888	
Mortgage Construction Bonds	524,773	7	J. & J.	"	1888	
<i>Penn. & Del.</i> (Feb. 71):						
1st Mortgage, sterling	93,547	7	A. & O.	London.	1875	
2d Mortgage, sterling	710,458	7	F. & A.	"	1875	
General Mortgage, sterling	2,599,380	7	A. & O.	"	1872	
<i>Pulaski & Newark</i> (Jan. 1, 69):						
1st Mortgage, guaranteed	500,000	7	"	New York	1881	
<i>Pennsylvania</i> (Jan. 71):						
1st Mortgage (Penn. R.R.)	4,972,000	6	J. & J.	Philadel	1880	
2d Mortgage (Penn. R.R.)	2,584,000	6	A. & O.	"	1880	
3d Mortgage (Penn. R.R.), sterling	2,288,840	6	A. & O.	London.	1875	
General Mort. (Phil. to Pittsb.)	6,286,500	6	Q. - J.	Philadel.	1910	
General Mortgage, new cons.	9,888,000	6	A. & O.	Philadel.	1910	
do do new reg'd	9,888,000	6	A. & O.	Philadel.	1910	
State works purchase	5,924,716	5	A. & O.	Harrisb'g	1910	
Short Bonds (debtent)	1,109,224	6	Q. U'ly.	Philadel.	70-'71	
<i>Pennsylvania & Del.</i> (Jan. 70):						
1st Mortgage, guaranteed	3,000,000	7	J. & D.	Philadel.	76-'74	
<i>Peoria & Bureau Val.</i> (Jan. 1, 70):						
1st Mortgage, guaranteed	6,000,000	8	J. & J.	New York	1881	
<i>Peoria, Ind. & Chicago</i> (Jan. 70):						
1st Mortgage	1,000,000	7	J. & J.	New York	78-'74	
<i>Philadel. & Balt. Cent.</i> (Dec. 70):						
1st Mortgage	1,100,000	7	J. & J.	Philadel.	79-'74	
<i>Philadel. & Potomac</i> (Jan. 71):						
1st Mort. (Sunbury & Erie R.R.)	1,000,000	7	A. & O.	Philadel.	1877	
1st Mort. (Philly. & Erie) gold	3,000,000	6	A. & O.	Philadel.	1881	
do do do (currency)	2,000,000	6	A. & O.	"	1881	
2d do do	3,000,000	6	A. & O.	"	1881	
3d do do	3,598,000	6	J. & J.	"	1881	
<i>Philadelphia & Read.</i> (Dec. 1, 70):						
Loan of 1861	100,000	6	J. & J.	Philadel.	1871	
Loan of 1861, 1862, 1863, 1864	1,321,000	6	J. & J.	"	1871	
Loan of 1867, convertible	182,400	6	J. & J.	"	1868	
Loan of 1866, sterling	182,400	5	J. & J.	London.	1868	
Loan of 1866, sterling	975,000	6	J. & J.	"	1868	
East Penn. 1st M. S. Fund.	495,000	6	M. & S.	Philadel.	1889	
Loan of 1866, sterling	288,000	7	J. & J.	London.	72-'71	
Loan of 1868	1,121,300	6	A. & O.	Philadel.	1880	
Loan of 1868	2,700,000	7	A. & O.	"	1880	
Loan of 1870 (\$500,000)	2,625,000	7	J. & J.	"	1880	
<i>Phil., Wilm. & Balt.</i> (May 71):						
1st Mortgage, convertible	349,500	6	J. & J.	Philadel.	1884	
Loan of 1867	400,000	6	A. & O.	"	1875	
Loan of 1867	1,900,000	6	A. & O.	"	1877	
<i>Pittb., Cin. & St. Louis</i> (Jan. 71):						
1st Mortgage	6,207,000	7	F. & A.	Philadel.	1900	
Col. & Newark Div. Bonds	3,000,000	6	"	"	1889	
<i>Pittsburg & Chicago</i> (Nov. 70):	775,000	7	"	"	1889	
<i>Pittsburg & Chicago</i> (Nov. 70):						
1st Mort. (new free State tax)	4,000,000	7	J. & J.	Baltimore.	1889	
2d Mortgage	1,000,000	7	F. & J.	"	1889	
1st Mort. (Turtle Cr. Div.)	400,000	6	F. & A.	New York	1889	
<i>Pittsb., P. & W. & C.</i> (Feb. 71):						
1st Mortgage (series A)	875,000	7	J. & J.	New York	1912	
1st Mortgage (series B)	875,000	7	F. & A.	"	1912	
1st Mortgage (series C)	875,000	7	M. & S.	"	1912	
1st Mortgage (series D)	875,000	7	A. & O.	"	1912	
1st Mortgage (series E)	875,000	7	M. & N.	"	1912	
1st Mortgage (series F)	875,000	7	J. & D.	"	1912	
2d Mortgage (series G)	860,000	7	J. & J.	"	1912	
2d Mortgage (series H)	860,000	7	M. & S.	"	1912	
2d Mortgage (series I)	860,000	7	A. & O.	"	1912	
2d Mortgage (series J)	860,000	7	M. & N.	"	1912	
2d Mortgage (series K)	860,000	7	A. & O.	"	1912	
2d Mortgage (series L)	860,000	7	M. & N.	"	1912	
2d Mortgage (series M)	860,000	7	A. & O.	"	191	

RAILROAD, CANAL AND MISCELLANEOUS BOND LIST.

Subscribers will confer a great favor by giving us immediate notice of any error discovered in our Tables.
 Pages 1 and 2 of Bonds will be published Next week.

COMPANIES, AND CHARACTER OF SECURITIES ISSUED.				INTEREST.				COMPANIES, AND CHARACTER OF SECURITIES ISSUED.				INTEREST.					
For a full explanation of this Table see "Railroad Monitor" on a preceding page.				Amount outstanding	Rate.	When paid.	Where paid.	Principal payable.	For a full explanation of this Table see "Railroad Monitor" on a preceding page.				Amount outstanding	Rate.	When paid.	Where paid.	Principal payable.
Railroads:																	
St. Jo. & C. Buys (See Kan. C.)	St. Jo. & C. Buys	C.B.							Vermont & Mass. (Mar. '71):								
Sacramento Valley (Jan. 1, '70):	Sacramento Valley			400,000	10	J. & J.	New York	1875	1st Mortgage, sinking fund.....	503,100	6	J. & J.	Hoston.	1888			
1st Mortgage (gold).....				\$29,000	10	F. & A.	Sacram'to	1881	Bonds convertible, tax free.....	300,000	7	J. & J.	"	1879			
St. Joseph & Denver City:	St. Joseph & Denver City								Vermont Valley (Feb. '71):								
1st Mortgage (gold) tax free.....				1,500,000	8	F. & A.	N.Y. or L'n	1889	1st Mortgage on 24 miles (cou.)	886,000	7	A. & O.	New York	1860			
St. L. & T. Haute (Feb. '71):	St. L. & T. Haute			1,100,000	7	J. & J.	New York	1894	2d Mortgage	114,000	6	A. & O.	"	1889			
1st Mort. (series A) sink. fund.....				1,100,000	7	A. & O.	"	1894	3d Mortgage	298,200	7	A. & O.	"	1889			
2d Mort. (series B) sink. fund.....				1,400,000	7	F. & A.	"	1894	4th Mortgage	494,000	6	J. & J.	New York	1872			
3d Mort. (series C).....				1,400,000	7	M. & N.	"	1894	3d (enlarged) Mortgage.....	990,000	6	J. & J.	"	1884			
4d Mort. (series D).....				1,700,000	7	M. & N.	"	1894	Income Bonds.....	778,000	8	J. & J.	"	1900			
2d Mort. (income).....				1,700,000	7	M. & N.	"	1894	4th Mortgage (funding).....	119,000	6	J. & J.	"	1885			
St. Louis & Iron Mt. (July 1, '69):	St. Louis & Iron Mt.			4,000,000	7	F. & A.	New York	1892	Registered Certificates.....	778,000	8	J. & J.	"	1900			
1st Mortgage.....				3,265,000	7	A. & O.	New York	1891	Licksburg & Merid. (Mar. 1, '70):	112,444	8	J. & J.	"	71-2			
2d Mort. (guar.) 1884, tax free.....				360,000	7	J. & J.	New York	1898	Consol. Mort., 1st class.....	683,500	7	J. & J.	Philadel.	1890			
3d Mort. (guar.) 1888, tax free.....				16,000 p.m.	7	M. & N.	New York	1895	Consol. Mort., 2d class.....	849,000	7	J. & J.	"	1890			
St. Louis and Southeastern:	St. Louis and Southeastern								Consol. Mort., 3d class.....	129,000	7	J. & J.	"	1890			
1st Mort. conv. tax free (gold).....				1,000,000	6	M. & N.	New York	1893	Consol. Mort., 4th class.....	1,102,000	7	J. & J.	"	1890			
2d Mort. (gold) (Apr. 1, '70):				1,900,000	7	J. & J.	New York	1897	Warren (Jan. 1, '71):								
3d Mort. (gold) (Apr. 1, '70):				2,600,000	7	M. & N.	New York	1898	1st Mort., guaranteed.....	511,400	7	F. & A.	New York	1875			
St. L. & T. Haute (Mar. '71):	St. L. & T. Haute			1,900,000	7	J. & J.	New York	1897	Westchester & Phila. (Nov. 1, '70):								
1st Mortgage (gold).....				700,000	7	J. & J.	New York	1892	1st Mortgage, convertible.....	400,000	7	J. & J.	Philadel.	1872			
2d Mort. (gold) (guar.).....				1,200,000	8	M. & S.	New York	1892	2d Mortgage, registered.....	557,400	8	A. & O.	"	1878			
3d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	3d Mortgage.....	470,000	6	M. & S.	Camden.	1888			
4d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Loan of 1888, 1st Mort.....	1,000,000	6	J. & J.	"	1896			
5d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Joint mort. on C. M. R. RR. 699	916,500	7	A. & O.	"	1899			
6d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	West Shore Hud. R.R. (Oct. 1, '70):								
7d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	676,800	7	....	New York	18		
8d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	West Wisconsin (May 1, '70):								
9d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mort., L. G.....	....	7	J. & J.	N.Y. & Lon	'84-'85		
10d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Western Maryland (Feb. '71):								
11d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mort., endors. by Baltimore	200,000	6	J. & J.	Baltimore.	1893			
12d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	2d Mort., endors. by Baltimore	400,000	6	J. & J.	"	1890			
13d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	3d Mort., end. by Wash. Co.	800,000	6	J. & J.	"	1890			
14d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	2d preferred Mort., unendorsed	400,000	6	J. & J.	"	1890			
15d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	New Mort., guar. by Baltimore	500,000	6	M. & N.	"	1900			
16d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Western Pacific:								
17d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage (gold).....	2,735,000	6	M. & N.	New York	1899			
18d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Government Lien.....	1,970,000	....	....	....	....
19d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	West Pennsylvania (Nov. 1, '70):								
20d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mort., guar. & Pittsb Branch	1,800,000	6	Varl.	Philadel.	'96-'98			
21d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Western Union (Feb. '71):								
22d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	3,275,000	7	F. & A.	New York	1896			
23d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Whitehall & Platts. (Feb. '71):								
24d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mort. of 1888 on 32 miles (coup)	250,000	7	J. & J.	New York	1873			
25d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Wicomico & Pocomoke (Jan. 1, '71):								
26d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	176,000	6	J. & J.	Philadel.	1888			
27d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Will. Charl. & Rutherford (Oct. '69):								
28d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	1,200,000	....	....	....	....
29d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Wilmington & Read. (Nov. '70):								
30d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	1,250,000	7	A. & O.	Philadel.	1900			
31d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Wilmington & Weldon (Oct. 1, '69):								
32d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage, sterling.....	576,887	6	J. & J.	London.	1881			
33d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Sterling Bonds.....	197,771	7	M. & N.	"	1886			
34d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Sinking Fund Bonds of 1867.....	710,000	7	J. & J.	New York	1897			
35d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Street Passenger R.R.:								
36d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Bleecker St. & Fulton (Oct. 1, '70):								
37d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	694,000	7	J. & J.	New York	1880			
38d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Broadway & 7th Ave. (Oct. 1, '70):								
39d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	1,500,000	7	J. & J.	New York	1884			
40d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Brooklyn City (Oct. 1, '69):								
41d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	800,000	7	J. & J.	Brooklyn.	1872			
42d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Brook. Pros. & Flatb'g (Oct. 1, '68):								
43d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	800,000	7	M. & N.	....	1878		
44d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Central P. & D. (Oct. 1, '70):								
45d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	800,000	7	J. & J.	New York	18			
46d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Dry D. E. & B. & Bat. (Oct. 1, '70):								
47d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	700,000	7	M. & S.	New York	1874			
48d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Elgin Avenue (Oct. 1, '69):								
49d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	208,000	7	J. & J.	New York	..			
50d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	42d st. & Grand st. Ferry (Oct. 1, '70):								
51d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	200,000	7	A. & O.	New York				
52d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Ninth Avenue (Oct. 1, '70):								
53d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	167,000	7	J. & J.	New York	18..			
54d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	Second Avenue (Oct. 1, '70):								
55d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	1st Mortgage.....	350,000	7	J. & J.	New York	1877			
56d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892	2d Mortgage.....	200,000	7	F. & A.	"	1876			
57d Mort. (gold) (guar.).....				1,300,000	7	J. & J.	New York	1892									

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, May 26, 1871.

In the leading staples of domestic produce—Cotton, Breadstuffs and Provisions—much speculative activity has prevailed during the past week, in fact, they seem to have attracted to them many of the operators on the Stock Exchange, and the combinations to influence the prices of them have wide ramifications. The legitimate demand is good for all of them. Most foreign merchandise has, however, been rather quiet, and in Coffee and Sugar prices are easier.

Tobacco has been active, and very firm for Kentucky Leaf, the demand being mainly for account of foreign governments, the sales having amounted to about 1,500 hhds. Local manufacturers and dealers have done very little. All the offerings—which have been comparatively small—have been quickly taken up, but it is expected that the receipts during June will be greatly increased. Prices remain very firm. Leaf, 5½@6½; Leaf, 6½@11c. Seed Leaf Tobacco has been without important feature, though the trade has been very good for home use. Many parties in the trade express a want of confidence in present prices. The sales have been 460 cases new crop Connecticut and Massachusetts, second and fillers, and 170 cases new crop New York, both on private terms; 1,000 cases new crop Ohio, 20@25c, and 200 cases 1869 crop, Connecticut and Massachusetts Wrappers, 35@45c. Spanish Tobacco in good demand, with sales of 750 bales Havana at 85@102½, currency, duty paid. Manufactured Tobacco is quiet.

Provisions have been active and variable in the leading staples, closing generally with a steady tone at some decline. Pork was active for speculation early in the week; Mess advanced to \$16 50 for May and June and \$16 75 for July, but there has been a sharp reaction, with sales to-day at \$15 50@15 62½ for June and \$15 75 for July, with Prime Mess jobbing at \$14@14 25. Lard sold to the extent of several thousand tierces on Wednesday evening and Thursday at 10½@11c. for prime Steam on the spot, 11c. for June, and 11½c. for July, closing dull, with a partial concession of ½c. from these prices. Bacon has sold fairly for export at 8½c. for Short Rib and 9c. for long and short clear. Beef has gone forward to London. Butter has declined, good to prime Western and State selling as low as 20@25c., but closes with some reaction on the effect of drought upon pasturage. Cheese has sold for export at 13½@14c. for prime factories.

Proleum advanced about 1c. yesterday, but closes dull to-day at 25c. for refined, and 15c. for crude, in bulk.

Rosin has been firm most of the week, but closes unsettled; strained about \$2 60. Spirits Turpentine has varied considerable, but closes firm at 52½@53c.

Metals are still without important feature. Oils have been more active at old prices. Tallow has been firmer and active at 9@9½c.

Wool has been in less demand, but prices remain firm, with light stocks. Hops have been firmer on advices that the vine in some parts of England has been injured by vermin; prices are unchanged as yet.

East India Goods have been less active, and general trade on minor articles dull.

Freights have been rather quiet. Room available for Grain to Great Britain was pretty well taken up previously, and shippers have been securing Grain to fill them. Their embarrassments in this work, caused by damage to the Grain arriving by canal, has checked business at the close; shipments to Liverpool by sail to-day 7½d in bulk and 9d by steam.

Exports of Leading Articles from New York.

The following table, compiled from Custom House returns, shows the exports of leading articles from the port of New York since January 1, 1871, to all the principal foreign countries, and also the totals for the last week, and since January 1. The last two lines show total values, including the value of all other articles besides those mentioned in the table.

—EXPORTS SINCE JANUARY 1 70																						
ARTICLES.	Great Britain.	France.	Holland & Belg.	Germany.	Other N. Europe.	Spain.	Other S. Europe.	China & Japan.	Australia.	Br. N. A. Colonies.	Cuba.	Haiti.	Other W. Indies.	Mexico.	British Guiana.	Brazil.	Other S. American.	All other Ports.	Total this week.	Total since January 1, 1871.	Same time 1870.	
Breadstuffs—Flour, bbls.	353,096	17,998	21,143	386	...	7,300	3,020	...	...	97,415	18,915	15,799	125,710	2,535	24,137	19,777	32,948	2,365	34,335	760,137	634,643
Wheat, bush.	4,022,896	66,143	173,058	14,738	...	...	181,921	...	...	7,075	1,016	...	33,480	...	3,108	...	40	...	275,110	4,287,117	3,179,734
Rye, bush.	78,947	...	9,910	3,060	...	...	...	...	...	...	147	...	10	...	...	...	...	...	...	4,889,117	4,022,492
Barley, bush.	1,793,962	312	4,000	...	...	...	...	...	...	...	...	...	...	...	100	...	...	...	...	80,947	13,642
Oats, bush.	7,498	...	...	43,060	...	...	...	...	...	...	...	338	11,638	...	625	...	...	...	312	112,192	9,103
Corn, bush.	...	...	...	...	...	...	73	175	4,000	14,140	9,611	...	18,329	20,000	7,880	1,940,334	17,287	300	175,944	177,893	117,869
Peas, bush.	...	...	...	...	...	7	...	194	...	...	41	...	...	...	...	...	...	22	10,928	30,625	45,188
Candies, tons.	...	...	...	...	...	...	...	465	34	309	739	1,960	13,377	236	2,500	110	3,359	342	840	24,140	18,075
Coffee, bags.	...	...	...	2,163	...	...	...	...	...	1,390	1,011	...	93	...	...	20	1,304	150	376	2,954	20,393
Cotton, bales.	1,600	127	2,457	4,355	1,903	7	50	433	3,739	183	2,719	...	1,329	1,072	490	1,965	9,969	...	127	11,568	9,399	
Drugs, pkgs.	336,299	6,179	13,847	18,199	1,093	100	1,380	...	...	29	...	354	...	...	...	...	...	...	...	8,392	370,358
Rosin, pkgs.	911	12	4	189	...	...	...	...	...	38	916	100	23	...	...	...	...	...	...	8,969	188,769
Naval st.—Sp. Turp. bales.	5,517	...	13,947	44,028	23,149	350	17,135	320	625	774	766	44	485	134	80	669	181	152	8,366	216,613	206,613	
Naval st.—Sp. Turp. bales.	974,327	1,208,214	8,541,638	4,714,174	4,713,378	797,498	5,504,392	130,230	1,144,630	9,777	698,461	17,745	366,020	79,144	25,300	312,118	342,022	985,563	2,270,384	30,739,795	286,646	
Oil, case	8,899,166	...	...	...	...	...	...	...	...	...	949	...	127	9,430	...	...	...	...	79,987	85,178	36,671
Wool, bales	1,575	79,503	534	...	...	...	...	...	...	133	509	386	2,675	91	1,544	47	...	...	6,519	136,493	214,820
Wool, bales	293,549	...	...	426	...	...	...	...	...	6,977	...	...	...	...	...	...	...	...	1,436	35,103	12,858
Wool, bales	138,963	...	...	...	...	...	...	...	...	6,573	707	5,854	8,922	333	2,928	230	2,255	323	3,274	75,982	37,435
Wool, bales	43,407	2,837	105	945	...	110	202	237	864	87	87	131	2,046	...	1,959	222	1,839	175	1,400	37,707	37,098	
Wool, bales	43,983	30,943	105	945	3,456	8,000	1	...	...	...	69,108	132	4,136	...	...	19	78	...	6,131	322,356	177,000
Wool, bales	298,539	2,909	31,442	21,000	...	...	...	198	...	944	12,400	386	4,136	169	1,546	407	3,444	119	6,392	97,076	70,685
Wool, bales	4,479	...	...	409	...	...	2	...	...	389	91,892	2,043	10,698	329	3,739	2,837	21,614	144	16,011	399,893	140,067
Wool, bales	213,750	9,514	43,108	91,560	...	21,953	...	62	...	432	91,892	1,122	...	...	...	...	...	...	...	8,944	103,916
Wool, bales	6,937	17,098	5,965	8,757	2,304	...	...	...	...	20	2,070	...	211	4	...	...	1,537	65	411	98,055	7,218
Wool, bales	4,482	1,392	7,385	123	...	2,431	2,566	...	...	124	400	...	...	...	22	...	...	...	...	76,468	16,877
Wool, bales	1,584	2,608	65,825	42,268	2,997	31,168	84,490	...	...	39,679	375,612	1,612	1,113	51	20	16	1,654	67	115,430	16,877	2,822,190
Wool, bales	598,996	10,454	...	...	...	...	...	498,971	...	...	...	9,957	176,794	2,652	6,702	9,405	281,285	...	...	3,222,190	189,350
Wool, bales	33,881	10,330	520	121,765	8,853,931	2,822,190	68,040
Wool, bales	7,133,730	2,463,557	6,500,737	1,748,093	...	945,549	1,689,135	716,985	916,985	9,091	8,853,931	691,148	3,477,662
Wool, bales	57,805,574	1,453,730	2,463,557	6,500,737	1,748,093	945,549	1,689,135	716,985	916,985	9,091	8,853,931	691,148	3,477,662
Wool, bales	1,242,081	1,024,132	1,908,871	6,646,753
Wool, bales	68,040

Imports of Leading Articles.

The following table, compiled from Custom House returns shows the foreign imports of certain leading articles of commerce at this port for the last week, since January 1, 1871, and for the corresponding period in 1870:

(The quantity is given in packages when not otherwise specified.)

	For the week.	Since Jan. 1, 1871.	Same time 1870.		For the week.	Since Jan. 1, 1871.	Same time 1870.
China, Glass and Earthenware	347	5,249	4,088	Metals, &c—	118	3,087	1,793
China	3,382	21,692	17,526	Cutlery	48	2,191	3,067
Earthenware	6,118	201,720	175,315	Iron, RR bars	32,108	239,114	171,480
Glass	705	1,426	7,974	Lead, pigs	12,684	209,600	218,126
Glass plate	137	2,719	2,476	Spelter	441	213,713	184,401
Buttons	1,502	19,031	18,079	Steel	6,195	77,315	50,852
Coal, tons	14,112	411,691	333,448	Tin, boxes	21,378	855,666	231,951
Cocoa, bags	10	1,064	1,649	Tin slabs, lbs.	70,103	1,838,000	1,308,756
Coffee, bags	10	1,064	1,649	Rags	7,189	35,515	37,164
Cotton bales	562	10,535	5,363	Sugar, hhds, tea	13,284	172,895	189,707
Drugs, &c—	141	10,821	7,577	Sugars, boxes & bags	20,445	366,791	336,298
Bark, Peruvian	736	8,605	4,725	Tea	15,596	602,689	532,024
Blea powders	1	3,323	1,600	Tobacco	792	24,335	18,266
Brimstone, tons	28	1,919	1,738	Waste	241	1,341	621
Cochineal	11	636	194	Wines, &c—	779	63,755	54,441
Cream Tartar	11	636	194	Champagne, bks	6,413	74,173	90,340
Gambier	159	1,769	1,853	Wool, bales	1,193	23,683	16,033
Gums, crude	39	3,778	1,738	Articles report'd			
Gum, Arabic	11	1,738	531	by value			
Indigo	11	1,738	531	37 Cigars	\$38,521	\$671,344	\$457,991
Madder	11	1,738	531	Corks	33,185	35,103	
Oil, Olive	7,902	13,509	13,947	Orange	40,351	910,035	113,204
Opium	3,500	49,702	40,671	Fish	523	176,45	237,772
Soda, bicarb.	531	20,385	19,767	Fruits, &c—			
Soda, ash	1,833	17,689	13,281	Lemons	15,224	308,868	260,505
Flax	152	2,450	1,520	Nuts	30,565	569,683	248,274
Fur	62	2,915	1,141	Raisins	102,868	2,183,477	3,081,861
Gunny cloth	4,912	58,572	37,473	Hides undressed	16,203	255,130	11,618
Half	51	715	527	Spices			
Hemp, bales	301	9,439	15,822	Cassia	757	45,008	10,977
Hides, &c	316	13,943	15,822	Fustic	41,440	15,877	
Hides, dressed	57	1,546	1,331	Ginger	95,888	174,358	
India rubber	89	2,450	1,300	Salt	5,639	117,351	47,699
Ivory	42	373,627	223,772	Cork	1,568	25,596	22,153
Jewelry, &c	3,473	62,596	71,913	Logwood	3,107	145,387	132,967
Watches				Mahogany	3,889	61,107	61,405
Linseed							

Receipts of Domestic Produce for the Week and since January 1.

The receipts of domestic produce for the week and since Jan. 1, and for the same time in 1870, have been as follows:

	This week.	Since Jan. 1.	Same time '70.		This week.	Since Jan. 1.	Same time '70.
Ashes, pkgs.	115	3,011	3,545	Oil cake, pkgs.	2,170	16,803	23,361
Breadstuffs—				Oil, lard	181	9,130	2,384
Flour, bbls.	74,754	1,773,323	1,112,842	Peanut, bags	604	38,369	45,221
Wheat, bus.	401,000	2,410,010	2,754,580	Provisions—			
Corn	531,514	4,702,619	931,037	Butter, pkgs.	14,979	208,283	184,389
Oats	105,567	1,866,422	1,177,625	Cheese	11,151	113,124	118,575
Rye	1,250	310,633	189,632	Catmeat	1,075	108,711	68,981
Barley, &c		110,022	36,510	Eggs	11,712	205,406	145,131
Grass seed	1,617	70,710	36,011	Pork	2,197	114,621	66,814
Beans	8,050	43,351	84,820	Beef, pkgs.	179	81,533	53,230
C. meat, bales	5,415	97,909	28,290	Lard, pkgs.	2,017	128,355	50,525
Cotton, bales	12,714	516,095	337,753	Lard, kegs	1,535	10,716	12,757
Hemp, bales	27	9,938	17,583	Rice, pkgs.	289	10,165	10,025
Hides—No.	819	19,162	13,744	Starch	7,534	88,897	92,103
Hops	85,693	1,147,577	1,033,336	Sugar, hhds, &c	9	12,611	3,718
Leather, sides	16	41,769	12,814	Tallow, pkgs.	279	9,058	10,403
Molasses bbls.				Tobacco, pkgs.	5,875	39,812	45,361
Salt, Store	222	2,216	3,612	Tobacco, hhds	1,708	27,609	16,116
Gr. tarp, bbls.	1,132	18,163	23,221	Whiskey, bbls.	2,430	11,204	92,226
Spirits turp.	7,774	179,820	239,323	Wool, bales	1,209	23,966	29,272
Rosin	6	11,222	40,700	Dressed hogs No.		90,114	65,476
Tar	77	297	1,792				
Pitch							

COTTON.

FRIDAY, P. M., May 26, 1871.

By special telegrams received by us to-night from the Southern ports, we are in possession of the returns showing the receipts, exports, &c., of cotton for the week ending this evening May 26. From the figures thus obtained it appears that the total receipts for the seven days have reached 40,178 bales against 45,007 bales last week, 46,849 bales the previous week, and 51,432 bales three weeks since, making the total receipts since the first of September, 1870, 3,756,893 bales against 2,750,047 bales for the same period of 1869-70, showing an increase since September 1 this year of 1,006,851 bales. The details of the receipts for this week (as per telegraph) and the corresponding week of 1870 are as follows:

RECEIPTS	1871.	1870.	RECEIPTS	1871.	1870.
Rec'd this week at—			Rec'd this week at—		
New Orleans bales	17,100	10,485	Florida.....bales.	123	173
Mobile	2,691	2,168	North Carolina.....	819	703
Charleston	2,300	2,095	Virginia.....	3,816	1,789
Savannah	3,970	5,096	Total receipts.....	40,178	30,737
Texas	4,716	5,093	Increase this year.....	9,441	
Tennessee, &c.	4,341	5,676			

The exports for the week ending this evening reach a total of 56,940 bales, of which 31,931 were to Great Britain, 10,445 to France, and 14,164 to rest of the Continent, while the stocks as made up this evening, are now 300,843 bales. Below we give the exports and stocks for the week, and also for the corresponding week of last season, as telegraphed to us from the various ports to-night.

Week ending May 26.	Exported to—	Total this week.	Same w'k 1870.	1871.	1870.	Stock.
	G. Brit	Cont'n't				
New Orleans	17,171	17,135	34,306	17,067	92,190	116,277
Mobile		3,666	3,666	9,337	19,797	16,459
Charleston		1,119	1,119		12,694	9,261
Savannah	3,399	1,159	4,558	26,359	42,307	27,309
Texas		1,628	1,628	6,974	62,900	55,000
New York	11,361	313	11,674		18,000	15,000
Other ports				615		
Total	31,331	21,809	53,140	38,421	300,843	303,013
Total since Sept. 1.	2,180,185	712,819	2,892,984	1,923,481		

* Of the exports from Galveston to the Continent this week 1,311 bales were to France.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 18,119 bales, while the stocks to-night are 1,170 bales less than they were at this time a year ago. The following is our usual table showing the movement of cotton at all the ports from Sept. 1 to May 19, the latest mail dates. We do not include our telegrams to-night, as we cannot insure the accuracy or obtain the detail necessary by telegraph.

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				North- ern Ports.	Stock.
	1870.	1869.	Great Britain	France	Other For'gn	Total.		
New Orleans	1830,191	1079,191	783,739	70,473	343,574	1148,136	170,200	108,564
Mobile	884,677	291,284	288,988	...	35,072	274,060	41,440	22,985
Charleston	327,751	223,336	127,870	...	33,300	161,170	156,984	17,330
Savannah	708,663	499,470	326,904	4,066	99,770	440,731	238,731	30,589
Texas	267,221	227,237	123,369	...	23,812	147,181	47,169	67,915
New York	228,983	117,358	537,349	5,961	54,709	618,019	...	73,250
Florida	12,266	20,999	...	...	...	...	1,585	...
North Carolina	86,158	54,594	...	...	...	...	79	...
Virginia	314,523	191,013	5,310	...	...	5,310	307,706	1,504
Other ports	61,342	55,896	24,585	...	...	17,183	41,768	17,000
Total this year	5716,720	...	2146,284	89,490	607,520	2836,444	1048,101	941,676
Total last year	...	3719,310	1243,288	316,702	925,075	1835,060	738,921	312,22

We have had an advancing buoyant market the past week. This upward movement has been due in part to the improvement at Liverpool, in part also to the efforts of the shorts to cover their outstanding contracts due this month, but has found its chief support in the growing belief that cotton is cheap, that it has touched bottom, and that the little remnant of the crop can be easily held, and in case of a recurrence of bad weather at the South can be put upon the market at higher prices. On Saturday last there was little doing, but an advance of $\frac{1}{4}$ c. was established. Monday the transactions were still light, and prices remained unchanged. Tuesday was quiet, but there was a further advance of $\frac{1}{4}$ c. The next day, Wednesday, was active, and prices improved $\frac{1}{4}$ c. Thursday the close was $\frac{1}{4}$ c. higher, Midling Uplands reaching 17c. But to-day there has been a slight reaction, prices being off $\frac{1}{4}$ c. the receipts proving larger than anticipated. The same influences which have operated on spot cotton have also effected contracts for future delivery, and prices have advanced, though not in all cases correspondingly. Low Middling closed to-night at 15 $\frac{1}{2}$ c. for May, 15 $\frac{1}{2}$ c. for June, 16 3-16c. for July, 16 5-16c. for August, and 16 $\frac{1}{2}$ c. for September. The total sales of this description for the week are 65,950 bales, including 300 free on board. For immediate delivery the total sales foot up this week 28,511 bales, including 6,596 for export, 11,670 for consumption, 3,162 for speculation, and 7,083 in transit. Of the above 561 bales were to arrive. The following are the closing quotations:

	Upland and Florida.	Mobile.	New Orleans.	Texas.
Ordinary.....per lb.	12 $\frac{1}{2}$ @	12 $\frac{1}{2}$ @	13 @	13 $\frac{1}{2}$ @
Good Ordinary.....	14 $\frac{1}{2}$ @	15 @	15 $\frac{1}{2}$ @	15 $\frac{1}{2}$ @
Low Middling.....	16 @	16 $\frac{1}{2}$ @	17 @	17 $\frac{1}{2}$ @
Middling.....	17 $\frac{1}{2}$ @	18 @	18 $\frac{1}{2}$ @	18 $\frac{1}{2}$ @
Good Middling.....	18 $\frac{1}{2}$ @	19 @	19 $\frac{1}{2}$ @	19 $\frac{1}{2}$ @

Below we give the total sales of cotton and price of Uplands at this market each day of the past week:

	Total sales.	Ordinary.	Good Ordinary.	Low Middling.	Middling
Saturday	1,458	11 $\frac{1}{2}$ @	14 @	15 $\frac{1}{2}$ @	16 @
Sunday	2,299	11 $\frac{1}{2}$ @	14 @	15 $\frac{1}{2}$ @	16 @
Tuesday	2,720	12 @	14 $\frac{1}{2}$ @	15 $\frac{1}{2}$ @	16 $\frac{1}{2}$ @
Wednesday	9,463	12 $\frac{1}{2}$ @	14 $\frac{1}{2}$ @	15 $\frac{1}{2}$ @	16 $\frac{1}{2}$ @
Thursday	5,759	12 $\frac{1}{2}$ @	15 @	16 $\frac{1}{2}$ @	17 @
Friday	5,483	12 $\frac{1}{2}$ @	14 $\frac{1}{2}$ @	16 @	16 $\frac{1}{2}$ @

For forward delivery the sales (including 300 free on board) have reached during the week 65,950 bales (all low middling or on the basis of low middling), and the following is a statement of the sales and prices:

For May.			bales.			cts.			bales.			cts.			bales.			cts.		
400.....		15 3-16	2,200		15 11-16	1,100.....		16	100.....		16 7-16	2,000.....		16 15-32	2,000.....		16 15-32	300.....		16 9-16
500.....		15 3-16	2,000		15 11-16	1,100.....		16 1-16	100.....		16 15-32	2,000.....		16 15-32	300.....		16 9-16			
600.....		15 3-16	5,600		15 11-16	2,000.....		16	100.....		16 15-32	2,000.....		16 15-32	300.....		16 9-16			
700.....		15 3-16	200.....		15 15-16	2,000.....		16 3-16	2,000.....		16 3-16	2,000.....		16 3-16	2,000.....		16 3-16			
800.....		15 3-16	8,200		15 11-16	2,000.....		16 3-16	2,000.....		16 3-16	2,000.....		16 3-16	2,000.....		16 3-16			
1,000.....		15 13-16	1,300		16 1-32	2,000.....		16 1-32	2,000.....		16 1-32	2,000.....		16 1-32	2,000.....		16 1-32			
1,100.....		15 13-16	1,800		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,200.....		15 13-16	1,000		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,300.....		15 13-16	300		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,400.....		15 13-16	200		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,500.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,600.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,700.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,800.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
1,900.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,000.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,100.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,200.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,300.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,400.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,500.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,600.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,700.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,800.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
2,900.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,000.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,100.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,200.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,300.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,400.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,500.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,600.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,700.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,800.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
3,900.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,000.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,100.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,200.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,300.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,400.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,500.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,600.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,700.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,800.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
4,900.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,000.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,100.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,200.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,300.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,400.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,500.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,600.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,700.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,800.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
5,900.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,000.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,100.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,200.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,300.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,400.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,500.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,600.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,700.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,800.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
6,900.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,000.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,100.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,200.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,300.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,400.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,500.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,600.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,700.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,800.....		15 13-16				2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16	2,000.....		16 1-16			
7,900.....		15 13-16				2,000.....</														

CHARLESTON—To Liverpool, per bark Volage, 2,818 Upland and 65 Sea Island.....	2,883
To Amsterdam, per bark Sirian Star, 2,010 Upland.....	2,010
To Rotterdam, per bark Ermina, 1,701 Upland.....	1,701
To Barcelona, per brigs Panchita, 642 Upland.....	642
SAVANNAH—To Liverpool, per ship Lady Duferin, 2,759 Upland and 13 Sea Island.....	1,102
To Rotterdam, per bark Rachel, 1,652 Upland.....	2,772
To Barcelona, per bark Polar, 600 Upland.....	1,652
TEXAS—To Liverpool, per bark Sappho, 1,997.....	1,170
To Amsterdam, per bark Thos Dryden, 1,339.....	3,327
BALTIMORE—To Liverpool, per steamer North America, 668.....	1,339
BOSTON—To British Provinces, 1.....	668
Total.....	1

Total..... 79,498

The particulars of these shipments, arranged in our usual form are as follows:

	Liver- pool.	Cork.	Queens- town.	Lon- don.	Hayre- men.	Am- sterd'm.	Rot- terd'm.	Total.
New York.....	3,490			51	19,596	5,025		9,093
N. Orleans.....	14,143	1,738	1,300					47,075
Mobile.....	5,325							5,325
Charleston.....	2,383					1,701	2,010	7,196
Savannah.....	2,772					1,652		5,594
Texas.....	3,327						1,339	4,666
Baltimore.....	668							668

Total..... 37,008 1,738 1,300 61 20,105 5,033 3,353 3,349 79,498
Included in the above totals are from New Orleans 1,477 bales to Ghent, 3,445 bales to Genoa, and 461 bales to Barcelona; from Charleston 1,102 bales to Barcelona; from Savannah 1,170 bales to Barcelona; and from Boston 1 bale to British Provinces.

GOLD, EXCHANGE AND FREIGHTS.—Gold has fluctuated the past week between 111½ and 112, and the close was 111½. Foreign Exchange market is strong. The following were the last quotations: London bankers', long, 110½@110¾; short, 110¼@110½, and Commercial, 110@110¼. Freights closed at ½d. by steam and 3-16@d. by sail to Liverpool.

BY TELEGRAPH FROM LIVERPOOL.

LIVERPOOL, May 26, 5 P. M.—The market opened steady and closed quiet, with sales of the day amounting to 12,000 bales, including 3,000 bales for export and speculation. The sales of the week have been 99,000 bales, of which 20,000 bales were taken for export and 17,000 bales on speculation. The stock in port is 913,000 bales, of which 560,000 bales are American. The stock of cotton at sea bound to this port is 480,000 bales, of which 250,000 bales are American.

	May 5.	May 12.	May 19.	May 26.
Total sales.....	82,000	78,000	106,000	99,000
Sales for export.....	17,000	13,000	19,000	20,000
Sales on speculation.....	11,000	10,000	22,000	17,000
Total stock.....	994,000	966,000	937,000	913,000
Stock of American.....	607,000	592,000	562,000	560,000
Total afloat.....	400,000	429,000	454,000	480,000
American afloat.....	230,000	240,000	260,000	250,000

The following table will show the daily closing prices of cotton for the week:

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Price Mid. Uplands.....	7½@7¾	7½@7¾	7½@7¾	7½@7¾	7½@7¾	7½@7¾
" Orleans.....	7½@7¾	7½@7¾	7½@7¾	7½@7¾	7½@7¾	7½@7¾
" Up, to arrive.....	7½@7¾	7½@7¾	7½@7¾	7½@7¾	7½@7¾	7½@7¾

TRADE REPORT.—The market for yards and fabrics at Manchester is dull.

EUROPEAN AND INDIAN COTTON MARKETS.—In reference to these markets our correspondent in London, writing under the date of May 13, states:

LIVERPOOL, May 13.—The following are the prices of American cotton compared with those of last year:

	Ord. & Mid.	Fair & G'd fair	G'd & fair	Same date 1870
Sea Island.....	23	28	32	19
Stained.....	13	18	21	19
Uplands.....	6 6½	7 7½	7 7½	11 7-16
Mobile.....	6 6½	7 7½	7 7½	11 7-16
N. Orleans & Texas.....	6 6½	7 7½	7 7½	11 7-16

The following are the prices of middling qualities of cotton at this date and at the corresponding periods in the three previous years:

	1868.	1869.	1870.	1871.
Midland d. d.....	13	18	21	23
Sea Island 27.....	11½	11½	7½	7½
Upland.....	12½	11½	11½	7½
Mobile.....	12½	11½	11½	7½
Orleans.....	12½	11½	11½	7½

Since the commencement of the year the transactions on speculation and for export have been:

	Taken on spec. to this date	Actual exp. from Liv. Hull & other ports to date	Actual from U. K. in 1870.
American.....	1871, 65,310	1871, 189,328	1870, 142,700
Brazilian.....	1871, 4,970	1871, 17,734	1870, 48,050
Egyptian.....	1871, 3,700	1871, 4,788	1870, 7,900
W. Indian.....	1871, 1,140	1871, 1,152	1870, 3,126
E. Indian.....	1871, 28,500	1871, 159,940	1870, 73,575
Total.....	103,620	328,712	270,410

The following statement shows the sales and imports of cotton for the week and year, and also the stocks on hand on Thursday evening last:

	Sales this week	Total this period	Same week	Average
American.....	65,310	98,510	189,328	142,700
Brazilian.....	4,970	7,200	17,734	48,050
Egyptian.....	3,700	4,560	4,788	7,900
W. Indian.....	1,140	780	1,152	3,126
E. Indian.....	28,500	64,210	159,940	73,575
Total.....	103,620	175,260	328,712	270,410

Total..... 48,305 193,383 1,218,292 3,253,282 966,100 596,900 578,730

Of the present stock of cotton in Liverpool 61 per cent is American against 61 per cent last year. Of Indian cotton the proportion is 12.75 per cent, against 17.75 per cent.

LONDON, May 13.—There has been a fair demand for cotton during the week, and prices are firm. Annexed are the particulars of imports, deliveries and stocks:

	1869.	1870.	1871.
Imports, January 1 to May 11.....	104,718	46,767	96,472
Deliveries.....	177,230	140,419	74,346
Stocks, May 11.....	72,717	28,592	90,049

BREADSTUFFS.

FRIDAY P. M., May 26, 1871.

We have had very unsettled markets for flour and grain during the past week, with a partial decline in prices.

Flour has arrived but moderately, and holders have not been compelled to concede anything to keep their hands clear, except in the common extras and other low grades made from Spring wheat; in these the speculative and export demand noted last week has been materially curtailed, and prices are lower and drooping. But in the medium and better grades, made from Winter wheat, Amber as well as White, there is a scarcity, with a demand from the home trade showing no abatement, as well as some business for the West Indies and South America, and prices have been well maintained; indeed, for fresh made city mills, and some other favorite brands, a little more money has been paid. To-day, the market was a little weak; a good line of extra State sold at \$6 35.

Wheat has arrived freely, and a decline of five pence per cental is reported from Liverpool, while ocean freights have remained firm. But a considerable portion of the receipts were sold previous to arrival, and did not come upon the market. Parties who had freight room engaged were compelled to purchase wheat to fill it, and this has served to prevent any decline to correspond with that in Liverpool. Amber Winter Wheats have been in some demand from the Continent and for milling, and have brought extreme prices, while there was more doing in White Wheats. At to-day's market prices opened 1 cent lower, but owing to the fact that much of the corn arriving is in an unfit condition for shipment, the purchases of corn yesterday to fill freight engagements had to be thrown up, and the space filled with wheat; this created an abnormal demand for wheat, and notwithstanding a great decline in Liverpool, No. 2 Spring sold freely at \$1 48@1 49, with choice at \$1 50.

Corn has come forward freely, but owing to the long detention at the break in the canal, much of it is heated or otherwise out of condition. In consequence of this a much wider range of prices has been established. The export demand has been active, but, as stated above, a large proportion of the purchases yesterday were rejected, and to-day prime dry samples of Western mixed brought 73@75, while the poorest qualities sold at 66@68, being available to home buyers, or requiring to go to store to be dried or cooled. Yellow sold at 76@78c for Western and Southern and White, 76c for Western.

Rye has sold in a small way at full prices. The season for Barley is over. Canada Peas are nearly nominal at \$1 15@1 16 in bond. Oats have been in light supply, but with a very limited demand prices have been weak and unsettled, the market closing lower, with sales at 67@68c for prime cargoes afloat.

The following are the closing quotations:

	1868.	1869.	1870.	1871.
Superfine.....	\$5 60@6 00			
Extra State.....	6 25@6 45			
Extra Western, com- mon.....	6 15@6 50			
Extra and double extra Western & St. Louis.....	6 65@9 00			
Southern shipp'g extras.....	7 00@7 35			
Southern, trade and family brands.....	7 75@9 25			
Rye Flour, super & extra Corn Meal, Western and Southern.....	5 00@6 10			

The movement in breadstuffs at this market has been as follows:

	RECEIPTS AT NEW YORK	EXPORTS FROM NEW YORK
Flour, bbls.....	74,354	1,173,525
C. meal, ".....	5,145	97,809
Wheat, bush.....	404,001	2,410,005
Corn, ".....	531,514	4,702,619
Rye, ".....	1,350	310,632
Barley, &c.....	103,867	1,366,422

The following tables, prepared for THE CHRONICLE by Mr. E. H. Walker, of the New York Produce Exchange, show the Grain in sight and the movement of Breadstuffs to the latest mail dates:

RECEIPTS AT LAKE AND RIVER PORTS FOR THE WEEK ENDING MAY 20, 1871.

	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
Chicago.....	196 lbs.	60 lbs.	56 lbs.	32 lbs.	18 lbs.	7½ lbs.
Milwaukee.....	19,427	497,383	3,453	33,073	1,978	16,971
Toledo.....	12,461	60,562	275,493	67,313	803	4,130
Detroit.....	13,381	23,618	9,258	18,066	648	388
Cleveland.....	5,900	14,700	7,980	48,950		
St. Louis.....	20,711	105,582	134,464	110,700	2,816	4,418
Duluth.....						
Totals.....	96,885	955,338	1,446,377	483,532	517,715	36,097

Previous week.....	101,930	637,845	916,661	282,681	22,822	19,281
Correspond'g week, '70.	119,990	1,166,088	1,131,479	538,564	86,151	37,594
" '69.	120,545	725,058	442,898	234,984	4,844	13,553
" '68.	81,449	689,691	640,791	364,309	3,956	5,611
" '67.	64,754	306,315	686,184	205,446	17,140	17,938

COMPARATIVE AGGREGATE RECEIPTS of Flour and Grain at the same ports from Jan. 1 to May 20, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour, bbls.	1,629,304	1,894,529	2,359,417	1,481,026
Wheat, bush.	9,157,645	9,637,122	9,897,859	6,178,098
Corn, bush.	14,500,598	8,117,641	11,132,832	11,842,325
Oats, bush.	4,478,075	3,950,694	4,351,289	3,929,943
Barley, bush.	701,018	758,261	498,953	418,137
Rye, bush.	402,639	329,180	530,011	310,332
Total grain, bush.	29,329,938	28,788,898	25,421,944	22,579,735

SHIPMENTS of Flour and Grain from Chicago, Milwaukee, Toledo, Cleveland and St. Louis for the week ending May 13, 1871:

		Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Week ending May 20,	'71.	86,909	868,061	1,171,568	278,339	3,477	12,735
*Week ending May 13,	'71.	91,885	1,250,828	1,135,457	256,332	10,726	10,556
*Week ending May 21,	'70.	95,898	1,220,852	372,588	222,173	13,872	17,190
*Week ending May 21,	'69.	138,446	1,071,866	482,649	194,002	2,700	7,463

* St. Louis not included.

COMPARATIVE SHIPMENTS from the same ports from Jan. 1 to May 30, inclusive, for four years.

	1871.	1870.	1869.	1868.
Flour.....bbls.	1,341,093	1,308,349	1,882,809	.....
Wheat.....bush.	8,337,346	7,683,864	5,698,849	.....
Correspondence	1,237,096	4,113,591	6,685,518	.....
Oats.....	2,174,101	1,377,750	2,398,295	.....
Barley.....	394,341	766,759	174,664	.....
Rye.....	160,229	148,669	467,713	.....
Total	23,277,523	13,575,863	15,393,134	.....

RECEIPTS OF FLOUR AND GRAIN AT SEABOARD PORTS FOR THE
WEEK ENDING MAY 20, 1871.

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	70,707	266,098	297,212	135,057	.....	.....
Boston	31,588	10,642	41,275	16,160	13,606	1,000
Monroe	27,647	214,873	127,963	.....	.....	.....
Philadelphia	27,150	25,300	70,100	27,100	.....	5,000
Baltimore	23,966	26,000	35,000	27,000	.....	.....
New Orleans	24,961	.....	112,597	23,414	.....	.....
Total	189,962	569,513	608,147	298,731	13,606	4,000

Previous week	103,624	923,635	574,045	309,044	17,565	6,400
Week ending May 6	161,499	520,821	565,402	231,328	20,892	8,214
Week ending April 29	187,044	424,775	500,580	204,198	13,078	2,880

Week ending April 29..	187,944	431,775	590,589	304,138	12,976	3,806
Week ending April 22..	152,118	211,965	746,168	314,495	14,375	1,200
Week ending April 15..	160,643	243,804	861,776	252,857	24,300	1,850

RECEIPTS at the same ports, excepting New Orleans, from Jan. 1					
1871:					
Flour,	Wheat,	Corn,	Oats,	Barley,	Rye,
bbis.	bush.	bush.	bush.	bu-h.	bush.
2,633,422	4,859,588	9,235,510	3,243,774	449,188	60,938
Total Grain.....bushels. 17,876,998					

THE VISIBLE SUPPLY OF GRAIN, including stocks in store at the principal points of accumulation, and the amount in transit by rail and on lakes and on New York canals, May 20, 1871:

	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.
In store at New York	185,421	153,291	236,588	21,885
In store at Albany	30,000	10,000	30,000	.....
In store at Buffalo	494,348	261,300	103,100	2,780
In store at Chicago	637,293	1,134,033	261,298	88,998
In store at Milwaukee	987,000	.....	.....	.....
In store at Duluth .....	.....	.....	.....	.....
In store at Toledo	225,458	231,314	65,314	1,110
In store at Detroit	87	5,706	22,557	.....
In store at Oswego	377,087	78,900	12,725	5,448
In store at St. Louis	18,013	60,810	20,050	830
In store at Boston .....	.....	101,516	83,171	34,244
In store at Toronto	May 15. 234,427	17,276	.....	12,000
In store at Montreal	650,000	.....	.....	.....
In store at Philadelphia	65,000	55,000	60,000	5,000
In store at Baltimore	55,000	45,000	.....	.....
Rail shipments for week	59,961	164,477	103,110	3,477
Water shipments for week	808,100	1,007,106	175,229	.....
On New York Canal	1,594,672	1,344,291	290,143	41,778
Total in store and in transit May 20, '71	6,489,549	4,673,028	1,488,285	219,078
May 13, '71	6,312,229	4,129,818	1,568,639	326,771
May 6, '71	7,071,961	4,599,725	1,836,630	414,934
May 21, '70	6,771,426	4,887,941	1,749,426	.....
April 29, '71	6,995,680	4,009,648	2,017,204	410,175
April 22, '71	7,085,436	3,857,865	2,257,053	469,231

[†]Boston, Toronto, Montreal, Philadelphia, Baltimore and Albany not included.

GROCERIES.

FRIDAY EVENING, MAY 26, 1871.

The market has been variable during the week, but without wide fluctuations on values, and there is no positive gain for either the buyer or the seller, though on a close distinction the first named class of operators may have slightly the most advantage on the position for the time being. The demand was spasmodic and hardly up to expectations, while supplies have proved sufficient in all cases for the outlet, with parcels in second hands here and there offered for re-sale in view of the increased values reached since original purchases were made. Interior buyers still fail to show any great amount of anxiety, though the supply of goods from the interior is now reaching the seaboard freely and means of transportation are improving in quantity and shading somewhat in cost. Importers, as a rule, appear fairly confident of the future and offer supplies sparingly.

The entries direct for consumption, and the withdrawals from bond, showing together the total thrown on the market for the week, were as follows :

Ten, black.....	5,512 pkgs.	Laguayra ..	279 bags.	Sugar, Brazil ..	bags.
Green.....	7,730 pkgs.	Other.....	467 bags.	Manila,	13,021 bags.
Japan.....	2,862 pkgs.	Sugar, Cuba..	3,647 bxs.	M'las's, Cuba ..	4,388 hds.
Various.....	1,207 pkgs.	Cuba.....	4,011 hds.	Porto Rico ..	419 hds.
Coffee, Rio....	8,337 bags.	Porto Rico ..	2,382 hds.	Demerara ..	hds.
Java.....	3,021 mats.	Other.....	802 hds.	Other.....	234 hds.
Maracaibo....	4,018 bags.				

* Hds. include bbls. and tes. reduced.

Imports this week at this port have included 10,799 bags of Rio, 3,120 do. of Santos, 15,540 do. of Java, 4,297 do. of Laguayra, and 915 do. of sundry kinds. The receipts of Sugar are 7,489 boxes, 11,251 hhds., and 33,021 bags. Of Molasses 1,589 hhds. have arrived. In Tea the imports are 2,313,355 pounds of Black, 1,304,897 do. of Green, and 568,870 do. of Japan.

The stocks in New York at date, and imports at the five leading ports since Jan. 1, 1871, are as follows:

	1871.	1870.	1871.	1870.
			since January 1.	since January 1.
Tea (indirect import).....	pkgs.		29,359,850	29,142,500
Coffee Rio.....	bags.	41,751	10,596	513,288
Doceño, other.....	bags.	69,453	228,736	174,269
Sugar.....	boxes.	66,981	209,067	174,269
Sugar.....	hhds.	52,973	280,016	286,625
Molasses.....	hhds.	8,866	418,788	181,292
			154,965	181,292

TEA.

The demand has been fair, but not unusually active, with the market showing about the same general features noted, for a week or two past. All kinds were inquired after to some extent, and desirable grades commanded full figures, with prices ruling firm up to the close. Throughout, however, holders have appeared quite well disposed to meet the call, and the assortment available was such as to render selections comparatively easy. The general stock continues full—is slightly increased, if anything—recent arrivals more than balancing the sales. The transactions during the week embrace 4,780 pkgs. Green, 14,500 Oolong, 5,200 Souchoong, and 3,950 Japans.

The imports this week include 940,900 pounds of Black Tea, per "E. Nicholson," from Foo Chow; 651,680 pounds of Green, per "John Nicholson," from Shanghai; 19,755 pounds of Black and 653,217 do Green, per "Stanfield," from Shanghai; 518,870 do Japan, per "Royal Minstrel," from Yokohama;

The following table shows the imports of Tea into the United States (not including San Francisco), from January 1 to date, in 1871 and 1870:

	Black.	Green.	Japan.	Total.
1871	11,961,339	12,028,119	5,696,899	29,686,357
1870	11,292,406	11,416,766	6,003,378	29,712,550

The indirect importations, including receipts by Pacific Mail steamers via Aspinwall, have been 10,598 pkgs. since January 1, against 31,496 last year. The receipts of Tea overland by railroad have this week amounted to 80 pkgs.

COFFEE.

There has been a somewhat larger amount of goods changing hands since our last report, but little or no reduction of stock, and though at one time the general market seemed to develop a steadier tone, sellers have gained no positive advantage, and at the present writing the feeling is again rather slack, and holders, to some extent, discouraged in their hopes of a reaction. Buyers evidently are still determined not to venture out of their depth, and withdrew upon the first indication of a possible turn in their favor. Brazil during the early portion of the week were in very good demand from the trade, and, as compared with nearly a month past, there was enough stock changing hands within a day or two to give the market an appearance of activity. The call, however, showed caution, and on subsequent advices by telegram via Europe from Rio Janeiro, reporting a more liberal movement on United States account, there was a withdrawal of bids, and business became slack. The sales above referred to while in progress had the effect to give the position a somewhat steadier tone, but holders were in reality meeting the outlet on comparatively easy terms, and, since the reports from the point of production came to hand, have shown even more anxiety to realize, though at the same time taking care to prevent any undue pressure. The regular steamer arrived during the week with some 6,800 bags. At the outports the movement has continued moderate, with no important change to advise on value. Our stock of East India is still entirely in second hands, from whence a fair amount is distributed to consumers, and a cargo of some 4,300 mats Singapore was sold by one dealer to another. West India coffee is in very good stock, the general demand quite moderate, and, though quoted as nominally unchanged, prices want strength, and occasionally concessions are hinted at by holders, who appear rather anxious to sell. The transactions include 8,595 bags Rio, a resale of 4,300 mats Singapore, 350 bags Savanilla, 450 bags Laguyra, 2,700 bags Maracaibo, and 80 bags Java. At Baltimore 20,382 bags Rio. At that close the stock of Java in first hands has been increased by the arrival here of 15,000 mats, per Agincourt, and 1,600 at Boston, by Louie.

Imports this week have included 10,799 bags Rio, per "Marie" and "North America;" 3,120 do Santos, per "Priscilla;" 15,540 do Java, per "Agincourt," and 985 do sundry kinds.

	New York.	Phila- delphia.	Balti- more.	New Orleans.	Savan- na, Ga.	Gal- veston.	Total.
In Bags.							
Stock.	68,453	....	49,322	9,756	10,437	3,100	141,068
Same date 1871.....	41,751	.....	9,898	2,750	5,000	.....	59,349
Imports.	281,611	14,806	238,676	115,002	42,059	7,600	690,754
" in 1870.....	252,463	.....	187,955	76,602	20,802	8,045	515,867

■ Of other sorts the stock at New York, May 25, and the imports at the several ports since January 1, 1871, were as follows:

In bags	New York— stock import.	Boston import.	Philad.	Balt.	N. Orie's import.	Total imports
Java and Singapore.....	47,797	43,373	7,862	.....	.....	.....
Ceylon.....	7,290	47,650	.....	.....	.....	.....
Marascao.....	7,703	21,642	.....	.....	.....	.....
Laguayra.....	11,258	31,217	9,706	.....	.....	.....
St. Domingo.....	1,867	54,625	.....	.....	.....	.....
Other.....	14,061	32,537	542	714	1,400	6,977
Total.....	111,359	153,676	48,071	12,382	1,400	7,210
Same time, 1870.....	20,489	124,638	41,990	3,952	3,478	215
						114,545

* Includes mats, &c., reduced to bags

SUGAR.

Raw Sugars have not shown much general life, and prices have been rather tame during the week. There were a few throbs of activity, but the movements indicated that buyers did not intend to operate freely, and aside from the natural temporary steadiness, the effect upon the position was unimportant. The trade continues to be very moderate operators, and refiners, though buying fairly to meet a corresponding call for their production, are somewhat indifferent beyond the wants of a few days ahead. The accumulation in store

Canton Ginger, case.....	9 00 @	.....	Peaches, pared.....	15 @	26
Almonds, Languedoc.....	19 @	.....	do unpared, qrs & hlv	9 @	11
do Tarragona.....	19 @	.....	Blackberries.....	12 @	14
do Ivica.....	15 @	.....	Cherries, pitted.....	12 @	14
do Sicily, soft shell.....	15 @	.....	Pecan Nuts.....	16 @	18
do Shelled, Spanish.....	31 @	.....	Hickory Nuts.....	12 @	14
do paper shell.....	31 @	.....	Peanuts, Yag'd to fancy do	2 50 @	30
Sardines.....	1/2 hi. box.	25 @	do com. to fair do	1 75 @	25
Sardines.....	1/2 qr. box.	17 @	do Will.g'd to best do	2 50 @	30

Grocers' Drugs and Sundries.

Alum.....	3 1/2 @	3 1/2	Essom Salt.....	1 @	16
Bi-Carb. Soda (Eng.).....	4 1/2 @	4 1/2	Sic. Licorice.....	20 @	42
Borax.....	30 @	31	Calabra.....	12 @	14
Sal Soda, Cask.....	1 1/2 @	2	Madder.....	15 @	35
Sulphur.....	3 @	15	Indigo, Madras.....	80 @	15
Saltpetre.....	1 1/2 @	15	do Manila.....	15 @	15
Copperas.....	70 @	73	Cordage, Manila, 1/4 and 1/2	18 @	19
Camphor, in bbls.....	11 1/2 @	12	do do Large sizes.....	16 @	19
Castile Soap.....	11 1/2 @	12	Bliss.....	16 @	19

THE DRY GOODS TRADE.

FRIDAY, P. M., May 26, 1871

Trade has remained quiet throughout the current week, with very small transactions either in first hands or with jobbers. The only sales have been to city buyers or on orders from dealers in the interior, and are light in the aggregate. The retail trade has not been very active as yet, in consequence of the continued cool weather, and the demand for goods to replenish broken assortments is unusually small for this season of the year. It is thought, however, that there will be a good trade during June, but commission houses are expecting much benefit from it, as jobbers generally hold ample stocks for all of their probable wants. The market rules firm with few quotable changes in any department. The trade generally appear to be in an easy financial condition and dry goods paper finds ready sale in the discount market. The amount offering is not unusually large for this time of the year. There has been one failure during the week—that of Wm Hoffman & Co., skirt manufacturers, with liabilities amounting to about \$100,000. The assets are not stated, but are reported small. This failure is not attributable to any unsoundness in the trade at large, and it is thought even with the large amount of paper maturing about the 1st of June there will be comparatively few suspensions.

DOMESTIC COTTON GOODS.—There is more firmness in the market for all cotton fabrics since the recent advance and firmer tone in the market for the raw material, and a speculative feeling has developed itself especially in brown goods. The lower grades of these have been very firm for some time past, and an advance has been expected in some of the leading makes, which will probably be hastened by the firm feeling. Standards are also more buoyant and will probably advance before the fall trade fairly opens. The demand for bleached goods remains unimportant, and the market is wholly unchanged. Prices continue firm, but we see no disposition on the part of holders to advance prices at present. Printing Cloths are weaker, with prices a shade lower. Contracts for future delivery are not placed so freely as they were a few weeks since, and there is a prospect of goods settling down to their proper level. Prints are still in fair request at steady prices, though concessions might possibly be offered by agents to effect large sales. Colored cottons are unchanged and remain fairly firm.

DOMESTIC WOOLEN GOODS.—The market for woolen fabrics continues quiet, with rather less inquiry for goods than is usual at this season of the year. Holders are firm and are offering few inducements to purchasers in the way of discounts from quoted prices. There is consequently less speculative demand from the jobbing trade, and few sales are effected except to clothiers. Hosiery for winter wear is opening at a trifle under last year's quotations, but agents contemplate an early advance, and several prominent makes are to be marked up on the 1st proximo. The demand is light as yet, and sales are unimportant. Flannels have been quiet during the week, with no changes to report.

FOREIGN GOODS.—The only trade doing at present is with jobbers who are effecting moderate sales of thin goods for the summer trade to retailers here and in the interior. There is a fair inquiry for jaconets and grenadines, as well as Japanese goods, and the latter are held at stiff prices. Suitings are also in moderate demand, the principal call being for linens, grass cloths and chambrays. Ribbons and millinery goods are quiet, at unchanged and generally firm quotations. Woollens are not very active, though importers are taking a fair number of orders for goods to arrive, and the tone of the market is rather improved in consequence of the advance in domestic goods.

We annex a few particulars of leading articles of domestic manufacture, our prices quoted being those of leading Jobbers:

BROWN SHEETINGS AND SHIRTINGS are firmer in all grades, with a tendency toward higher prices upon the opening of trade. Quotations are unchanged, as follows: Amoskeag A 36 11 1/2, do B 36 11, Atlantic A 36 12, do D 36 10 1/2, do H, 36 11 1/2 Appleton A 36 12, Augusta 36 11, do 30 9 1/2, Bedford R 30

8 Boott O 34 9 1/2, Commonwealth O 27 8, Grafton A 27 7 1/2, Great Falls M 36 11 do S 38 9 1/2, Indian Head 36 12, do 30 10, Indian Orchard, A 40 12 1/2, do O 36 10 1/2, Laconia O 39 12 1/2 do B 27 11, Lawrence A 36 10, Lyman O 36 10 1/2, do E 38 11 1/2, Medford 36 11 1/2, Nashua fine O 38 11 1/2, do R 36 13, do E 40 14 1/2 Newmarket A 36 10, Pacific extra 36 11 1/2, do L 36 11, Pepperell E fine 39 12 1/2, do 34 25, do 9-4 27 1/2, do 10-4 32 1/2, do 11-4, 37, Pepperell E fine 39 12 1/2, do R 36 11 1/2, Pocasset F 30 8 1/2, Saranac fine O 33 11 1/2, do R 36 13, Stark A 36 11 1/2, Swift, River 36 8, Tiger 27 8.

BLEACHED SHEETINGS AND SHIRTINGS are quiet, with a fair degree of firmness in prices, which remain unchanged. Amoskeag 46 16 1/2, do 42 15, do A 36 14 1/2, Androscoggin L 36, 15 1/2, Arkwright WT 36 18, Ballou & Son 36 12 1/2, Bartlett's 36 14 1/2, do 38 13 1/2, Bates XX 36 17 1/2, Blackstone AA 36 13 1/2, Boott B 36 13 1/2, do O 30 10, do R 26 8 1/2, Clarks 36 17 1/2, Dwight D 40 18, Ellerton 10-4 35, Fruit of the Loom 36 16, Globe 27 6 1/2, Gold Medal 36 12 1/2, Great Falls Q 36 15 Hill's Semp. Idem 36 15, Hope 36 13, James 36 15, Lonsdale 36 15 1/2, Masonville 36 16, Newmarket C 36 12 1/2, New York Mills 36 21 Pepperell 6-4 22 1/2, do 10-4 37 1/2, Tuscarora XX 36 15, Utica 5-4 25 do 6-4 32 1/2, do 9-4 47 1/2, do 10-4 52 1/2, Waltham X 33 11, do 42 15 1/2, do 6-4 22 1/2, do 8-4 27 1/2, do 9-4 32 1/2, do 10-4 37 1/2, Wamsutta 36 20.

PRINTING CLOTHS are weak, but only a limited demand at 6 1/2 @ 6 1/4 for full 64x64s.

PRINTS have not sold quite so freely during the past week, but continue in moderate demand at full prices. American 10 1/2, Albion solid 10 1/2, Allens 10 1/2, do pinks 11 purples 10 1/2, Arnold 8 1/2, Atlantic 5 1/2, Dunnell's 11, Hamilton 11, London mourning 9 1/2, Mallory pink 11 1/2, do purples 10 1/2, Manchester 10 1/2, Merrimac D 11, do W pink and purple 12 1/2 do W fancy 12, Oriental 10 1/2, Pacific 11, Richmond's 10 1/2, Simpson Mourning 10, Sprague's pink 11, do blue and White 10 1/2, do shirtings 9 1/2, Wamsutta 7 1/2.

PRINTED LAWS AND PERCALES.—Pacific Percales 22 1/2, Lancaster Cambric 14 1/2, American Shirting Styles 19, American Dress Styles 18, Merrimack 16 1/2, Dunnell —, Oriental 18, Atlantic 18, Dunnells Laws 12 1/2, Pacific 1400 Fancy 14, do Solid Colors 15, do Organdies 15, Spragues 1,400 12 1/2, Victoria 1200 9 1/2, Atlantic 1,400 12 1/2, Manchester 1400 14, do Piques 13 1/2.

CHECKS.—Caledonia 70 23, do 50 22 1/2, do 12 26 1/2, do 10 21, do 8 17 do 11 22, do 15 27 1/2, Cumberland 11 1/2, Jos Greens, 55 15 1/2, do 65 18 Kennebeck 20, Lanark, No. 2, 9 1/2, Medford 13, Mech's No. A 1 29.

DENIMS.—Amoskeag 26, Bedford 14 1/2, Beaver Cr. AA 20, Columbian heavy 22 1/2, Haymaker Bro. 12 1/2 @ 12 1/2, Manchester 20, Otis AXA 21, do BB 19.

CORSET JEANS.—Amoskeag 12, Androscoggin —, Bates 9, Everett's 13 1/2, Indian Orchard Imp. 10, Laconia —, Newmarket 9 1/2.

COTTON BAGS.—American \$29 00, Great Falls A \$32 50, Lewiston \$30, Ontario A \$31 50, Stark A \$32 50.

BROWN DRILLS.—Appleton 12 1/2, Amoskeag 13, Augusta 12 1/2, Pacific 12 1/2, Pepperell 12 1/2, Stark A 12 1/2.

STRIPES.—Albany 7 1/2, Algodoa 16 1/2, American 11 @ 12, Amoskeag 17 @ 18, Hamilton 17 @ 18, Haymaker 10 1/2 @ 11, Sheridan A 9 1/2, do G 10, Uncasville A 12 @ 13, Whittenton A 16.

TICKINGS.—Albany 8 1/2, American 14 1/2, Amoskeag ACA 29, do A 24, do B 20, do C 18, do D 16, Blackstone River 14 1/2, Conestoga extra 32 21, do do 36 25, Cordis AAA 23, do AOE 26, Hamilton 20 Swift River 13, Thorndike A 14, Whittendon A 25, York 30 21 1/2.

GINGHAMS.—Clyde, 11 1/2; Earleton, extra, 18; Glasgow, 18; Gloucester, 11 1/2; Hadley, 14; Hampden, 15; Hartford, 12; Lancaster, 15; Lancashire, 11 1/2; Pequa, 12 1/2; Park Mills, 14.

MOUSELINE DELAINES.—Pacific 18, Hamilton 18, Pacific Mills printed armures 19, do Imperial reps 22 1/2, do auiline 20, do plain assort colored armures 18, do do Orientals 17, do do alpaca 21, do do corded do 22 1/2.

CARPETS.—Lowell Company's ingrain are quoted at \$1 for super fine, 2 mos. credit, or less 1 per cent., 10 days; \$1 15 for extra super, and \$1 42 1/2 for three-ply Hartford Company's \$1 for medium super-fine; \$1 15 for super-fine; \$1 42 1/2 for Imperial three-ply, and \$1 50 for extra three-ply; assels \$1 70 for 3 fr., \$1 80 for 4 fr., and \$1 90 for 5 fr.

IMPORTATIONS OF DRY GOODS AT THE PORT OF NEW YORK.

The importations of dry goods at this port for the week ending May 25, 1871, and the corresponding weeks of 1870 and 1869, have been as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK ENDING MAY 25, 1-71.	—1869.		—1870.		—1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufactures of wool.....	337	\$125,370	676	\$251,834	592	\$233,906
do cotton.....	493	130,330	630	162,472	1,218	330,396
do silk.....	265	246,336	367	287,795	759	638,782
do flax.....	433	90,868	426	114,760	1,137	230,474
Miscellaneous dry goods	323	93,457	326	126,258	479	169,634
Total.....	1,851	\$686,411	2,425	\$943,119	4,185	\$1,583,682

WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET DURING THE SAME PERIOD.

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.	—1869.		—1870.		—1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufacturers of wool.....	296	\$113,983	359	\$134,462	383	\$131,918
do cotton.....	190	49,041	357	96,794	251	76,896
do silk.....	36	42,302	46	49,605	100	103,615
do flax.....	240	57,279	369	75,964	225	50,236
Miscellaneous dry goods	220	14,729	3,508	41,823	2,718	32,403
Total.....	962	\$277,334	4,639	\$398,648	3,677	\$404,068
Add ent'd for consumption	1,851	686,411	2,425	943,119	4,185	1,583,682
Total th'n upon m'rkt.....	2,833	\$963,745	7,064	\$1,341,767	7,862	\$1,987,750

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.

ENTERED FOR WAREHOUSING DURING THE SAME PERIOD.	—1869.		—1870.		—1871.	
	Pkgs.	Value.	Pkgs.	Value.	Pkgs.	Value.
Manufacturers of wool.....	604	\$213,504	259	\$77,746	452	\$174,583
do cotton.....	338	91,541	94	27,616	334	111,361
do silk.....	68	101,814	15	10,533	118	121,315
do flax.....	519	114,041	197	45,361	316	77,901
Miscellaneous dry goods	59	22,925	81	10,468	181	52,368
Total.....	1,588	\$543,825	646	\$171,674	1,401	\$537,938
Add ent'd for consumption	1,851	686,411	2,425	943,119	4,185	1,583,682
Total enter'd at the port	3,439	\$1,230,236	3,071	\$1,114,793	5,586	\$2,121,616